

ROLL No. C 5030  
DATE FILMED 3-4-75  
OPERATOR BT  
LOCATION Maxwell AFB, Ala.  
REDUCTION 26:1

THIS PAGE IS UNCLASSIFIED

## CERTIFICATE OF AUTHENTICITY

This microfilm was created from the record copy of unit histories and related historical material of the United States Air Force stored in the Archives Branch of The Albert F. Simpson Historical Research Center at Maxwell AFB, Alabama. This facility is the official repository for these records in accordance with AF Regulation 210-3 and AF Manual 12-50. This microfilm was created in accordance with the provisions of AF Regulation 12-40 as AU Project AU-1B-67. The microfilming was completed under AF Contract FO 1600 74 90383 under the supervision of the Technical Systems Branch of The Albert F. Simpson Historical Research Center.

*Billie H. Hix*  
BILLIE H. HIX  
Chief, Technical Systems Branch  
The Albert F. Simpson Historical  
Research Center

THIS PAGE IS UNCLASSIFIED

TO BE RETURNED TO THE ARCHIVES OF THE AAF HISTORICAL OFFICE	FILE NO. 549.3063 JAN 45
--	--------------------------------

AF-100-1-SU  
JAN-45

DECLASSIFIED  
EO 11652

DECLASSIFIED  
EO 11652

MICROFILMED

7651-42



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

undup -- January --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HEADQUARTERS, FIRST TACTICAL AIR FORCE, France -- In spite of almost continuous bad weather, aircraft of the First Tactical Air Force flew more than 6,300 sorties against enemy front-line installations and road, rail, and water transport systems supplying the German armies on the southern Rhine front during January.

Icy runways, near-zero temperatures, and snowstorms limited activity of all units, but the French-American air force was grounded completely by weather on only three days.

Motor and rail transport were the chief targets closely coordinated with the American Seventh and French First Army operations. Two hundred seventy one motor transports and 432 railroad cars were put out of commission during the month and an additional 415 motor transports and 1148 railroad cars were damaged. Of these totals, P-47 Thunderbolts of XII Tactical Air Command claimed the lion's share.

The network of rail lines linking Neunkirchen, Kaiserslautern, Ludwigshafen, and Stuttgart to the enemy front were attacked almost daily, and a total of 170 rail cuts were made in the area. Marshalling yards in the same district came in for a steady pounding, largely at the hands of French and American Thunderbolts, but also by B-26 Marauder medium bombers whenever weather permitted. Thirty-five attacks were made on marshalling yards.

Forty-five tanks, 60 horse-drawn vehicles, and 10 armored vehicles were destroyed and 82 tanks, 68 horse-drawn vehicles, and 36 armored vehicles damaged.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops round, January --

ERE

The Luftwaffe rose to challenge our aircraft in force only on two days, the first and second of January. On the first day 17 German aircraft were destroyed and 11 damaged and on Jan 2, eight were destroyed, 4 probably destroyed, and nine damaged. Seven Thunderbolts were lost in these two air battles. Altogether, 50 enemy aircraft were destroyed, 6 probably destroyed, and 28 damaged in combat during the month, for a loss of 22 American and French aircraft. In addition 3 enemy aircraft were destroyed on the ground and one was damaged.

Summary of claims:

Missions - 860  
Sorties - 6336  
Tonnage - 3029.93

	<u>DEST</u>	<u>PROB DEST</u>	<u>DAMAGED</u>
E/A in the air	50	6	28
E/A on ground	3		1
Losses	22		230
Buildings	830		415
Motor Transport	271		1158
RR cars	432		107
Locomotives	34		35
Road Blocks	65		4
Marshalling Yards			1
Road Bridges	5		5
Rail Bridges	1		170
Pontoon Bridges	1		1
Rail Cuts			12
Ammo Dumps	1		
Supply Du,ps	3		

THIS PAGE IS UNCLASSIFIED

Above the snow-covered Vosges mountains and along the upper stretches of the Rhine today, the only international Air Force in the world is pounding at German front-line positions, road and rail networks, and supply bases.

In French and American pilots fly wingtip to wingtip  
~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ on precision medium  
 bomber attacks against rail yards and supply centers or  
 on daring ~~xxxxxxxx~~ low level attacks ~~xxxxxxxx~~ against  
 German motor transport or armor. And ~~xxxxxxxx~~ on the  
 ground, French and American officers ~~xxxxxxxxxxxxxxxxxxxxxxxx~~  
~~xxxx~~ together plan these same missions.

▲此項工程係由本局委託中國工程顧問公司設計，現正辦理招標事宜，預計明年動工，屆時將可改善交通，並增加綠地，使環境更為優美。

Already this unique command, the First Tactical Air Force, has ~~taken many important~~ scored an impressive record against the enemy, for, although ~~as~~ it is the youngest of ~~them all~~ all the Allied Air Forces, ~~it has many advantages~~  
~~which no other can equal~~--it ~~was~~ came into being October 30, 1944--it is one of the richest in ~~such~~ experience. Some of its ~~main~~ French units were flying on the Western front in 1939; some of its American squadrons were in action against the Japs before the end of 1941 (?).

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

~~CONFIDENTIAL - SECURITY INFORMATION - DISSEMINATION RESTRICTED~~  
~~THIS DOCUMENT CONTAINS INFORMATION OF A CONFIDENTIAL NATURE~~  
~~WHICH IS BEING RELEASED TO YOU FOR YOUR INFORMATION ONLY~~

**NOTE**



THIS PAGE IS UNCLASSIFIED

2-2-2-2-2-2

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Take the 324th Fighter Group, for instance. With more than 2,000 missions and 20,000 sorties ~~taxat~~ on its log books, it has been killing Germans for a long time. ~~Example~~ It first tangled with the Luftwaffe in Africa, flying P-40's, the fighter plane, even though obsolescent, which was America's best at the time of Pearl Harbor. ~~i~~ Since then it has seen ~~them~~ --and contributed much--to the development of effective American combat aircraft and the ~~an~~ evolution of the fighter bomber tactics which ~~xxxxxx~~ ~~xpanta~~ achieved such spectacular results in the pursuit of the German armies from Normandy to the Rhine.

Or "groupe La Fayette" of the First French Air Corps. Under a different ~~xxxxx~~ designation, it flew as part of the Armee de l'Aire in 1939 and 1940. After the French armistice, ~~xxxxxxx~~ many of its pilots, by means best known to themselves, made their way to Africa. In December, 1942, in Algiers, it was reformed ~~xxxxxxx~~ and became the first French squadron to ~~be~~ fly American aircraft and use American equipment in ~~the~~ the war. ~~xxxxxxx~~ Assuming the name and insignia of the famous American squadron which flew with the French in the ~~1914-1918~~ 1914-1918 war, it participated in the Tunisian campaign and suffered heavily in the Battle of Kasserine Pass. After operating against German ~~xxxxxxx~~

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

3-3-3-3-3-3-3

seaborne evacuation attempts and German ~~and~~ Mediterranean shipping in ~~general~~, it ~~was~~ was employed tactically in the Battle of Italy from Corsican bases. From the same bases it participated in the initial air assault preceding the landing in Southern France.

~~There were many other groups of aircraft~~

Equally skilled and experienced are the M medium bomber groups. One American group was the first in ~~the~~ B-26 Marauder group to operate on this side of the Atlantic, ~~at a time~~ at a time when the slim, two-engined American bombers were widely criticized ~~as~~ as dangerously tricky. Their experience did a lot to ~~iron~~ iron out the early kinks in Marauders and ~~develop~~ develop the combat techniques which have made it one of the outstanding aircraft in the European theatre.

French bomber groups, also flying Marauders, were equipped and trained ~~by~~ by Americans as soon as ~~the~~ aircraft and personnel were available. ~~The nucleus of aircrew members~~ The nucleus of aircrew members came from General (then Colonel) LeClerc's forces in the Chad region, but ~~the~~ by far the greatest part of them ~~was~~ were men who ~~had~~ had been in German hands, ~~including~~ including those who had eluded the Gestapo in France or even in German prison camps

and made their way, sometimes only after incredible adventures,  
to the haven of Africa.

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

Meanwhile, French units were also being trained by the RAF on British equipment, including Hurricanes and Spitfires.

~~XX~~

For the first time the Allies had ~~survived~~ within their ~~grasp~~ reach the establishment of a definite air superiority over the enemy in any theatre of operations. Every man and every aircraft that could be got into the air was desperately needed if the destruction of the Luftwaffe which was the ~~xxxxxxxxxxxxxxxx~~ essential prelude to decisive ground action was to be accomplished. But there was a more far-reaching goal behind the warm welcome which both the RAF and the American Air Forces extended to French personnel.

**Inter-Sectoral Liaison Committee**

They were looking forward to the day when the Armee de l'Aire, crushed by the numerical and technical superiority of the Luftwaffe, would once again take its place ~~amongst~~ as an equal partner with the Air Forces of the United Nations.

BOY

THIS PAGE IS UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

was nothing less than

task was made no less difficult by the fact that it had to  
5-5-5-5-5-5

be performed in the midst of combat and that the ~~task~~ necessity

~~This task was made no less difficult by the fact that it had to be performed in the midst of combat and that the necessity of procuring the vast amount of supplies and equipment needed~~

This meant much more than furnishing aircraft for ~~task~~ had been completely unforeseen in their careful budgeting already skilled French airmen to fly, training the untrained, of war materials. It was made lighter by the ~~fact that~~ large number of French officers, some of them of very high rank, and schooling both in the combat ~~techniques~~ techniques which the Allies had developed since 1940. The French who ~~had been completely unforeseen in their careful budgeting~~ offered air force, as an organization, had no existence any more. their enthusiastic cooperation from the very beginning.

~~Furthermore, the disastrous experience of the first Battle of France had shown up the inadequacy of French the XII Tactical Air Command, and with its fighter bombers, administrative, supply, and maintenance systems. (In greater~~  
more

or lesser degree, the English and American air forces had ~~than~~ similar deficiencies in the early part of the war, but they had learned a great deal from bitter experience.)

So the task which the British and Americans faced was nothing less than the building of a new air force. Their task was made no less difficult by the fact that it had to be performed in the midst of combat and that the ~~task~~ necessity of procuring the vast amount of supplies and equipment needed ~~task~~ had been completely unforeseen in their careful budgeting of war materials. It was made lighter by the ~~fact that~~ large number of French officers, some of them of very high rank, who ~~had been completely unforeseen in their careful budgeting~~ offered their enthusiastic cooperation from the very beginning.

The American side of this tremendous job fell to the elements of the American Air Force in the Mediterranean, the XII Tactical Air Command, ~~and~~ with its fighter bombers,

more

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

**BOFO**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7-7-7-7-7-7

had fought the Germans, and was anxious to fight them again, and the Germans knew it, they left him alone.

General Gerardot offered his services to the Allies as soon as they landed in North Africa, and he became ~~Chief of Staff for French air units~~ Chief of Staff for French air units under the Allied control.

~~Thenceforward the French Air Force was reorganized~~

Later, in Corsica, he organized the First French Air Corps, ~~now~~ which is now the French component of the First Tactical Air Force, and which he still commands.

Major General Ralph Royce, American commander of the First Tactical Air Force, is another veteran aviator. One of the pioneers of military aviation in the United States, General Royce because of the wide variety of combat, training, and diplomatic posts he has held, is peculiarly well fitted for ~~his~~ his present command. He knows France well, having served in the ~~United States Army Air Force~~ Army Air Force here in the last war, ~~and flew~~ and flew the first American reconnaissance flight from French soil in 1917.

~~He is now the commander of the First Tactical Air Force~~

A day at a First Tactical Air Force base would convince any observer that the Allies' plan for the rebirth of the French Air Force ~~is~~ is well on its way to complete success. ~~The First Tactical Air Force is now the only Allied air force in North Africa~~ With one of

more

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

8-88-8-6-3

the airman's toughest assignments--that of neutralizing  
enemy transport and communications, they are ~~indefatigable~~  
~~unwavering~~ striking an important blow ~~now~~ in the war against  
Germany. And they are insuring that after the war, France  
will have a well-trained corps of officers and men to act  
as a nucleus for a strong air force.

-50-

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED.

THIS PAGE IS UNCLASSIFIED

RELEASE NO. 81

first tac af ops -- 1 January 44 --

ioned American press camp  
ioned Capt Andrews  
ioned Communique section -- on to Briefing Officer.  
ioned French press camp

By 0900 this morning, fighters and fighter-bombers of the First Tactical Air Force had destroyed 17 German aircraft out of many scattered formations thrown into action, almost entirely in the area between Kaiserlautern and Homburg. Already New Year's day was their best yet against the Luftwaffe.

Eleven other Nazi planes were damaged. One of our fighter-bombers had not yet returned.

Three squadrons of the "Orange-Tail" P-47 Thunderbolt Group commanded by Col James B. Tipton, Blytheville, Ark., accounted for 15 of the planes destroyed and all those damaged. The Group, which was celebrating its second anniversary as well as the new year, had just completed a dive bombing mission on the Homburg rail yards, destroying six buildings and six rail cars, when they spotted the first of several motley formations, totalling more than 30 ME-109s, ME-210s and ME-410s.

2nd Lt Wayne E. Owens, Cedar Street, Menlo Park, N.J., who led the group with three victories, all over ME-109s, said "We were at about 10,000 feet when I saw four Germans below us. Just then all hell broke loose and I went down to get in on it. An ME-109 pulled almost directly up and I followed him. He almost stalled and I fired from 50 yards. The Jerry exploded and I watched him hit the ground. Then I circled, and got hits on another. I picked up a third, got on his tail, and gave him a burst. He started smoking, and fell into a spin. I then got a deflected shot on another Messerschmitt and made strikes on him. I saw three P-47s chasing a German so I went down to give aid. I overshot the one I was aiming for, pulled round, and fired on him. The Pilot

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- ops -- 1 J 45 --

PASSED FOR FILING  
142  
21 MAR 1946

bailed and the plane crashed."

Two ME-109s were shot down by Captain Alfred W. Perry, Franklin, N.C. "After dive-bombing a train we engaged some ME-109s at 3,000 feet. I took the outside man in a formation of four, and gave him a long burst. He crashed in a woods. I fired at two more, but could not see the results. Finally I got on the tail of another, and gave him a full burst as he pulled almost straight up. He bailed at about 1000 feet, and his plane crashed in a burst of flame," Perry said.

Many of the aircraft appeared to the pilots to be an old type of ME-109, with tail braces--which may have caused the stalls that permitted some of the kills.

Other pilots who were credited with aircraft destroyed were:

2nd Lt George R. Freiseld, 249 E. 6th Ave., Roselle, N.Y.

F/O Charles W. Cassidy, 259 Somerset St., New Brunswick, N.J. --

1 ME-109 destroyed -- shared.

F/O Jerrald P. Everitt, Eagle Lake, Texas, 1 ME-109 destroyed and

1 damaged.

F/O Julius J. Rosenfeldt, 1519 ~~W~~ Holman St., Covington, Ky.,

1 ME-109 destroyed.

1st Lt Robert R. Useck, 46 8th Ave., N., Hopkins, Minn -- 1

ME-109 destroyed.

2nd Lt John J. Usiatynski, East Syracuse, N.Y. -- 2 ME-109s

damaged.

Captain Fred L. Hillis, 3301 Magnolia Avenue, St. Louis, Mo. --

1 ME-109 destroyed and 2 damaged.

2nd Lt Joseph O. Hall, 710 Walnut St., Meadville, Pa. -- 1 ME-109

damaged.

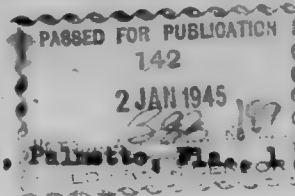
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 2 -- ops -- 1 Jan 45 --



2nd Lt Donald S. Flowers, 1111 4th St., Palmetto, Fla., 1 ME-210 destroyed and 1 damaged.

Night and day fighters of the First Tactical Air Force this morning also destroyed two JU-88 German bombers, one over allied soil and the other over German-held territory.

The same Beaufighter crew which knocked down a JU-88 and an HE-111 Saturday morning -- Pilot 1st Lt Edward A. Schluter, 904 Nebraska St., Oshkosh, Wis., and Radio Operator 2nd Lt Donald J. Meiers, 3536 West Bryn Mawr Ave., Chicago, Ill -- got the first one. After following it for a few minutes they identified it at a distance of 500 feet. The first burst exploded the right engine; the second hit the fuselage, burning, the twin-engined bomber peeled off from 10,000 feet, then broke in two in the air. This encounter took place shortly before 4 a.m. south of Nancy.

Five and a half hours later a flight of P-47 Thunderbolts spotted another German bomber, south of Homburg. The entire flight ganged up on the lone JU-88, but two P-47 pilots were credited with its destruction. They were 1st Lt. Robert M. Woodside of Parma, Mo., and 1st Lt. John W. Ginder, Hershey, Pa.

First TAC AF B-26 Marauders, escorted by Thunderbolts, bombed enemy barracks, storage dumps and work shop in the German communication center and supply point of Kaiserlautern leaving large fires with smoke rising to heights of 1,000 ft.

Operating in three separate areas, the attacks were carried out in three waves and in each area crews reported good concentrations of bombs on the targets. One Marauder was lost to flak. Today's medium bomber operations were flown in good weather. No enemy aircraft were observed.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 3 -- ops -- 1 Jan 45 --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1st Lt Charles A. Muse, a bombardier from Shelbyville, Tenn., said "It looked as though the barracks were thrown around like cars in a windstorm."

Besides defeating the enemy in the air, the ~~fighter~~ fighter-bombers of XIII Tactical Air Command (U.S. component of First TAC AF) scored telling blows against transport targets mostly along the north-western part of the Seventh Army Front in the Homburg-Kaiserlautern area. The following claims on ground objectives were listed:

Five locomotives destroyed, 13 damaged; 42 railway cars destroyed, 230 damaged; 35 motor transport destroyed, 91 damaged; a rail crane damaged; rail lines ~~cut~~ out in 11 places; nine road blocks blasted; a motorcycle blown to pieces; four horse drawn vehicles destroyed and 28 damaged.

On a railway train headed west, moving from Kaiserlautern, the P-47 Thunderbolt pilots caught a string of flat cars loaded with tanks, and destroyed three tanks, damaging 19.

Three gun positions were ~~knocked~~ knocked out and eight damaged, and an ammunition dump was attacked.

Good weather permitted First TAC AF to fly more than 500 sorties. Three fighter-bombers are missing.

French-flown B-26 Marauders crossed the Rhine to bomb enemy railway stations at Ettenheim, some 15 miles west of Offenburg, and Schwinningen, 35 miles to the southeast. These are German supply links leading to the ~~Colmar~~ Colmar pocket. Results were unobserved.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 4 -- ops -- 1 Jan 45 --

224 187

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French First Air Corps Spitfires, meanwhile, flew uneventful sweeps in the Friburg area. P-47 Thunderbolts attacked a rail bridge at Pfaffenweiller, 5 miles southwest of Freiburg. One P-47 did not return.

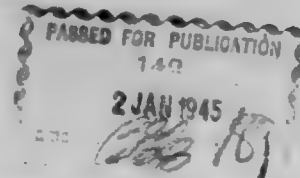
XII TAC Beaufighters carried out patrols on the night of 1 Jan - 2 Jan 45.

- 30 -

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

- 1 Jan 45 -



French First Air Corps Spitfires, meanwhile, flew uneventful sweeps in the Friburg area. P-47 Thunderbolts attacked a rail bridge at Pfaffenweiller, 3 miles southwest of Freiburg. One P-47 did not return.

XIII T.S. Beaufighters carried out patrols on the night of 1 Jan - 2 Jan 45.

- 36 -

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*bad weather story - Doyle*

*Doyle*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HEADQUARTERS, FIRST TACTICAL AIR FORCE, France -- In what is believed to be a record for ~~more~~ *bad weather* flying on the European continent, ~~medium bombers and~~ fighter bombers of the First Tactical Air Force ~~flew~~ *from* ~~thirty-four consecutive days~~ *between* 17 December ~~to~~ 16 January, inclusive, it was ~~revealed~~ announced today.

Significantly, ~~General Ralph Royce~~ Major General Ralph Royce, commanding general of the Franco-American air force, was a pioneer in ~~experimental~~ army experiments in winter flying which began long before the war.

~~Favorite targets~~ *targets* of the French and American flown P-47 ~~Thunderbolts~~ Thunderbolts, which flew more than 10,000 sorties during the period, were German supply dumps, motor transport, and the network of rail lines ~~behind the German lines~~ *feeding the Wehrmacht* in the Colmar pocket and behind the Bitche ~~main~~ battle area. Marauders of the First Tacaf also made one attack in force on the same targets, but during the rest of the period low ceilings and icy runways combined to keep the medium bombers on the ground. In addition reconnaissance ~~1~~ planes flew in spite of weather to gather ~~the~~ information vital to both the ground and air forces, and Beaufighters operated ~~consistently~~ *after dark* in both patrol and intruder missions.

mlre

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Especially notable was the toll taken on German transport, with 117 locomotives, 1,805 railway cars, and 276 motor transports claimed as destroyed. More than 1,900 railway cars, three hundred thirty six locomotives, 1,232 railway cars, and 453 motor transports were captured, and 173 railway cars, 117 locomotives were blocked.

Very little opposition was made on marshalling yards. There was little opposition, but in the First Year of the war.

There was little enemy opposition. Even when the Luftwaffe was not grounded, it showed little disposition to fight. Even so, many aircraft were destroyed. For these encounters except when it had strong numerical superiority. With numerical superiority, German planes would ordinarily make one pass at our aircraft and attempt to get away. In some cases, however, 121 enemy aircraft were destroyed in combat for a loss of 45 first year planes. In addition 16 enemy aircraft were listed as "probably destroyed" and 21 damaged. Five German planes were destroyed on the ground and 41 captured.

Detailed claims for the period follow:

Detailed statistics for the period follow:

Sorties	10,173		
Damage	4,136.74		
W/air air	121	16	28
" on ground	5	0	41
Losses	45		
R/R cars	1,805	10	4,230

- 10075 -

THIS PAGE IS UNCLASSIFIED

[illegible]

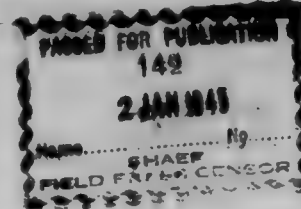
- 20 -

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE NO. 2.

first two of ops -- Jan 45 --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Continuing their victory parade against the Luftwaffe, which Monday left 17 Nazi aircraft destroyed for the loss of three Thunderbolts, fighters and fighter-bombers of the First Tactical Air Force today took up a German challenge in the Rhine valley and by nightfall had:

Destroyed eight FW 190s and ME 109s;  
Probably destroyed four, and  
Damaged nine.

P-47s of the XII Tactical Air Command, after dive-bombing rail yards southwest of Pirmasens, were bounced by 20 Focke-Wulf 190s and in the battle that ensued, three of the enemy aircraft were knocked out, seven damaged and four probably destroyed. Later, near Neustadt, a flight of German ME 109s rose to give battle. Three were destroyed and two damaged.

Two ME 109s were claimed by a XII TAC Provisional Reconnaissance group near Karlsruhe. The first was contacted at 6000 ft three miles west of the city, the second in the same area at 1000 ft.

Lt Col Philip E. Bacon, 140 East High Street, London, Ohio, deputy group commanding officer and squadron leader, said "I saw a flight of four FW 190s flying northeast of my squadron. One came in under me and I dived under his tail letting go a long burst. His ~~main~~ engine and right wing were on fire as he spun down smoking badly. My wingman saw a piece of his plane fly off." ~~He~~

~~Another~~ Another FW 190 was claimed by 2nd Lt James M. Keir, Jr., 2006 North 29th Street, Omaha, Neb., who said "I picked out one and

- MORE -



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- ops 2 Jan 47 -

fired several bursts. The FW dived to tree-top level. His left wing came off and he crashed on the side of a hill."

1st Lt Lowell G. Long, 409 North Lena Street, Dothan, Ala., destroyed an FW 190 and damaged another, and the following pilots claimed ME 109s destroyed: 1st Lt Francis T. Evans, Jr., Quantico, Va., 2nd Lt Arden Williams, 1372 Harvard Street, Santa Monica, Calif., and 2nd Lt Charles B. Meyer, 604 West 12th Street, Austin, Texas.

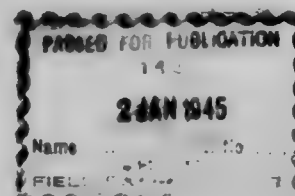
Meanwhile, B-26 Marauders, attacked enemy supply stores and barracks at Nunschweiler, near Freiburg, and Oos, near Rastatt. Crewmen reported a good concentrations of bombs on their targets. Escorted by Thunderbolts, pilots said no enemy aircraft was observed.

Medium bombers of the French First Air Corps bombed a rail station at Donau-Eshingen with good results.

Throughout the day, First TAC AF aircraft flew 625 sorties in nearly 100 missions. Other claims are: six locomotives destroyed, 14 damaged; 103 railway cars destroyed, 328 damaged; 21 motor transports destroyed, 14 damaged; six storage tanks destroyed; 35 buildings knocked out, 25 damaged; five rail yards damaged; 5 tanks destroyed, 9 damaged; 12 horse-drawn vehicles destroyed, 3 damaged; 13 rail cuts; Unbnghabn one barge destroyed; 3 road blocks effected; one pontoon bridge damaged.

From the day's operations, four P-47s did not return.

- 30 -



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Taxi to Andrews  
0530 hrs -  
4 Jan 44*

\* FIRST TACTICAL AIR FORCE THUNDERBOLT BASE, FRANCE \*\*

The rigid training of ~~the Wehrmacht cost a German soldier~~  
his life, a P-47 Thunderbolt pilot of the First Tactical Air Force  
reported today.

The pilot, on armed reconnaissance ~~recently on the~~ Sixth  
Army Group front, spotted a staff car moving along a road. Plunging  
down over the vehicle, he sprayed it with machine-gun fire.

The car stopped, the Germans in it piled out and raced  
for cover.

One of them, however, paused, turned, and like a ~~man~~  
perfectly disciplined German Army man, closed the door of the  
sedan.

~~THE OTHERS MAY HAVE ESCAPED, THE PILOT BELIEVES~~  
The others may have escaped, the pilot believes, but  
~~his bullet is~~ their better-disciplined comrade was cut  
down by the Thunderbolt's bullets.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE No. 3

1 st TAC AF OPS 3 Jan. 1945.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French-flown P-47 Thunderbolt fighter-bombers of the First Tactical Air Force, maintaining their pressure on communications leading into the Colmar pocket, today bombed the railway station at Emmendingen, eight miles south of Freiburg.

Hits were observed in the railway yards at Emmendingen, and on a 60-car freight train there.

Other Thunderbolts of the French First Air Corps, despite thick low-hanging clouds, struck at gun positions ~~xxx~~ defending Colmar with unobserved results. French Spitfires swept the French First Army battle areas, without encountering any enemy air opposition. No enemy aircraft were seen during the day, and all the French-flown planes returned safely.

Weather kept all American planes on the ground today, and limited French activity to some 50 sorties.

-30-

~~French-flown Thunderbolts of the First Tactical Air Force today attacked the railway yards and station at Emmendingen, about eight miles south of Freiburg.~~

P-47

LEDF OPS-3 January 1944.

THIS PAGE IS UNCLASSIFIED

1 st TAC AF OFS 3 Jan. 1945.

FILED  
JAN 13 1965  
FBI - NEW YORK

French-flown P-47 Thunderbolt fighter-bombers of the First Tactical Air Force, maintaining their pressure on communications leading into the Colmar pocket, today bombed the railway station at Emmendingen, eight miles south of Freiburg.

Other Thunderbolts of the French First Air Corps, despite thick low-hanging clouds, struck at gun positions ~~and~~ defending Colmar with unobserved results. French Spitfires swept the French First Army battle areas, without encountering any enemy air opposition. No enemy aircraft were seen during the day, and all the French-manned planes returned safely.

-30-

~~It is recommended that the following information be furnished to the Bureau:~~

LEDE OFS 3 JANUARY 1944.

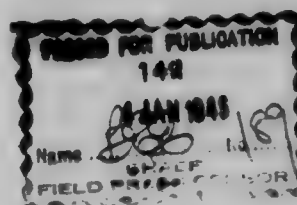


THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE NO 4

first tac af ops -- 4 Jan 44 --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Operating in adverse weather over the Runstedt battle area, fighters and fighter-bombers of the First Tactical Air Force today carried out damaging attacks in and near Bitsche, a German keypoint in the Maginot line.

P-47 Thunderbolts of the XII Tactical Air Command flew more than 150 sorties without enemy air opposition and without loss, strafing and damaging at least 18 enemy light artillery guns.

At Kanweiler, some five miles northeast of Bitsche, the fighter-bombers strafed motor transports on roads leading into the city -- claiming four destroyed and six damaged. Explosions and fires were observed at Mouterhouse, an enemy strongpoint in the same area. Hits were scored on a large factory in the town.

Other claims are: 18 buildings destroyed, four damaged; one rail cut, and eight road blocks hit. ~~Reinforcements~~

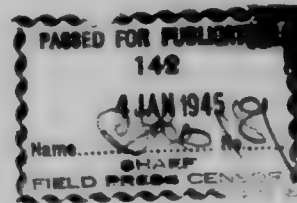
Fighters and fighter-bombers of the French First Air Corps, meanwhile, carried out operations in advance of the French First Army, claiming 85 railway cars damaged, 2 locomotives destroyed and seven rail cuts effected. Weather obscured accurate observations. There were no losses.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE NO 4

first two of ops -- 4 Jan 44 --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Operating in adverse weather over the Runstedt battle area, fighters and fighter-bombers of the First Tactical Air Force today carried out damaging attacks in and near Bitche, a German keypoint in the Maginot line.

P-47 Thunderbolts of the XII Tactical Air Command flew more than 150 sorties without enemy air opposition and without loss, strafing and damaging at least 16 enemy light artillery guns.

At Hanweiler, some five miles northeast of Bitche, the fighter-bombers strafed motor transports on roads leading into the city -- claiming four destroyed and six damaged. Explosions and fires were observed at Mouterhouse, an enemy strongpoint in the same area. Hits were scored on a large factory in the town.

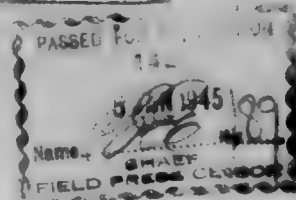
Other claims are: 18 buildings destroyed, four damaged; one rail cut, and eight road blocks hit. ~~Edinburgh~~

Fighters and fighter-bombers of the French First Air Corps, meanwhile, carried out operations in advance of the French First Army, claiming 85 railway cars damaged, 2 locomotives destroyed and seven rail cuts effected. Weather obscured accurate observations. There were no losses.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- ops -- 3 January 45 --



a locomotive also was destroyed.

Spitfires of the French First Air Corps made sweeps in the Colmar-Freiburg area.

The two P-47's lost in combat constituted the only losses for the day.

- 30 -

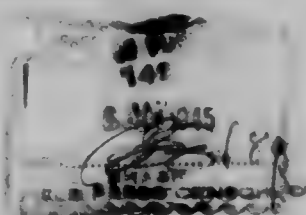
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1st tac af ops -- 5 January 1945 --

RELEASE NO 5 --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

First Tactical Air Force P-47 Thunderbolts, striking again at enemy communications ahead of the Seventh Army's lines, ran into a formation of about 25 FW-190's and ME-109's, and knocked down four of the Focke-Wulf's and damaged three, for the loss of two P-47's.

The visitors, all members of the group commanded by Col Bingham T. Kleine, Gonzales, Texas, were: Capt. Thomas E. Cox, 112 Calhoun Street, Clover, S.C.; Capt. Alexander H. Tait, 228 Morris Street, Morgantown, W.Va.; Maj. John W. Leonard, 3810 Alabama Avenue, St. Petersburg, Fla., and 1st Lt. Curtis L. McGonigle, 111 Hermitage Court, San Antonio, Texas.

"We found them about 10 miles northwest of Worms," said Tait. "When we started mixing with them, a Jerry got on my tail. But my wingman got rid of him, and I went after an FW-190 myself. I got his gas-tank and he exploded."

McGonigle got the gas tank of his victim also.

"They were at 11,000 feet when we attacked," he said. "When I got mine he broke into so many pieces that I had to cut my throttle to keep from being hit by the flying fragments."

The First TAC AF's Fighter-bombers, in the face of snowy weather, carried out 28 missions for a total of 240 sorties, mainly in the areas of Neunkirchen, Kaiserslautern and Karlsruhe, and claimed the following toll of enemy transports:

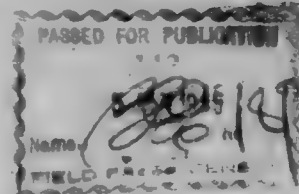
Two locomotives destroyed, seven damaged; 40 railway cars destroyed, 51 damaged; 18 motor transports destroyed, 20 damaged. Six rail cuts were made, one of them at a tunnel 10 miles northeast of Homburg, where



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- ops -- 5 January 45 --



a locomotive also was destroyed.

Spitfires of the French First Air Corps made sweeps in the Colmar-Freiburg area.

The two P-47's lost in combat constituted the only losses for the day.

- 30 -

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first tac af ops --- 7 Jan 45 --

RELEASE NO 7 --

T  
H  
I  
S

P  
A  
G  
E

I  
S

U

N

C

L

A

S

E

I

F

I

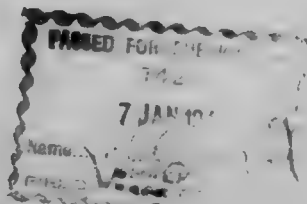
D

American-flown fighter-bombers of the First Tactical Air Force, operating in snowy, misty weather in the Rhine valley, today carried out a limited number of sorties against enemy transport near Gamsheim, seven miles northeast of Strassburg.

Bombs were dropped along both sides of the Rhine destroying four motor transports and damaging three. Returning pilots of the XII Tactical Air Command sighted a boat crossing the river at this point headed towards the east bank. No enemy aircraft were observed and all the P-47 Thunderbolts ~~returning~~ returned safely.

Other aircraft of the First TAC AF were grounded by weather.

- 50 -



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first tac af ops -- Jan 45 --

RELEASE NO 7 --

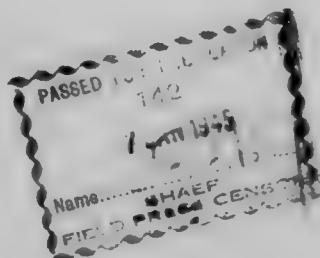
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

American-flown fighter-bombers of the First Tactical Air Force, operating in snowy, misty weather in the Rhine valley, today carried out a limited number of sorties against enemy transport near Gamsheim, seven miles northeast of Strassburg.

Bombs were dropped along both sides of the Rhine destroying four motor transports and damaging three. Returning pilots of the XII Tactical Air Command sighted a boat crossing the river at this point headed towards the east bank. No enemy aircraft were observed and all the P-47 Thunderbolts ~~returned~~ returned safely.

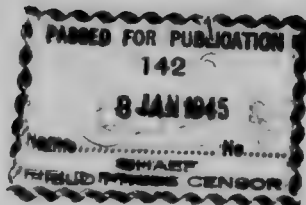
Other aircraft of the First TAC AF were grounded by weather.

- 50 -



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



*Ops - 8 Jan 45*  
*Release No. 8.*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, France --

*Sizeable*  
Attacking two ~~large~~ columns of tanks, motor vehicles and unidentified horse-drawn ~~vehicles~~ *in the Ditch (Little area)* south of Pirmasens, P-47 Thunderbolts of the First Tactical Air Force claimed a total of 6 MT, ~~in~~ 5 tanks, and 1 staff car destroyed, ~~and with~~ 33 MT's and 4 horse-drawn vehicles damaged.

~~Engagements~~ Six Thunderbolts on armed reconnaissance ~~was~~ over Lichtenau, across the Rhine from Bischweiler, ~~were~~ *WERE* jumped by 13 FW 190's. When the Thunderbolts turned ~~into~~ *to give battle* the Germans, ~~the FW's~~ fled.

The staff car and the 6 MT's were destroyed when the 47's strafed a column of ~~German~~ transport on a road near Mouterhouse. ~~Sixteen German tanks were destroyed.~~ *German* Pilots said at least ten ~~and~~ were killed. The tanks, in a second column, were ~~destroyed~~ hit at Ludwigswinkel, 15 miles S. of Pirmasens. In a second mission in the ~~same~~ area, dive-bombing Thunderbolts observed explosions and large fires in a forest, and four large fires in the town of Mouterhouse itself.

*[The operations were without loss.]*

*PIRMASENS*

*Mouterhouse*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French-flown P-47s bombed a bridge at Zell and a railway station at Gegenbach, both ~~approximately~~ east of the Rhine and southeast of Staburg. A rail cut at Gegenbach was made, but results on the bridge objective were unobserved.

The day's operations, carried out in snow blizzards and generally low visibility, were without loss. Somewhat less than 100 sorties were flown.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Ops - 8 Nov. 45

Release No. 8 -

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

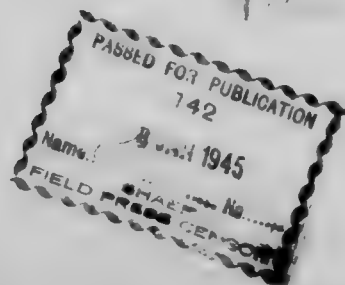
FIRST TACTICAL AIR FORCE HEADQUARTERS, France --  
Attacking two ~~large~~ <sup>SIZE 9616</sup> columns of tanks, motor vehicles and  
unidentified horse-drawn ~~vehicles~~ <sup>in the ditch battle area today</sup> vehicles south of Pirmasens, P-47  
Thunderbolts of the First Tactical Air Force claimed a  
total of 6 MT's, 5 tanks, and 1 staff car was destroyed, ~~and~~ <sup>with</sup>  
33 MT's and 1 horse-drawn vehicle damaged.

~~XXXXXXXXXX~~ Six Thunderbolts on armed reconnaissance  
ran over Lichtenau, across the Rhine from Bischweiler, were  
jumped by 12 FW 190's. When the Thunderbolts turned <sup>to give battle</sup> ~~into~~ the  
Germans, ~~the FW~~ fled.

The staff car and the 6 MT's were destroyed when the  
47's strafed a column of ~~6~~ transports on a road near  
Mouterhouse. ~~XX~~  
~~XXXXXXXXXX~~ <sup>GERMANS</sup> Pilots said at least ten ~~of~~ were killed. The tanks, in  
a second column, were ~~damaged~~ hit at Ludwigswinkel, 15 miles S. of P.  
In a second mission in the ~~area~~ <sup>Mouterhouse</sup> area, dive-bombing  
Thunderbolt observed explosions and large fires in a forest,  
and four large fires in the town of Mouterhouse itself.

*Runway*

五五五五



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French-flown P-47s bombed a bridge at Zell and a railway station at Gegenbach, both ~~xxxxxxx~~ east of the Rhine and southeast of Stassburg. A rail out ~~at~~ Gegenbach was made, but results on the bridge objective were unobserved.

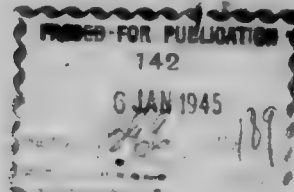
The day's operations, carried out in snow blizzards and generally low visibility, were without loss. Somewhat less than 100 sorties were flown.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE NO. 6

ops -- 6 Jan.



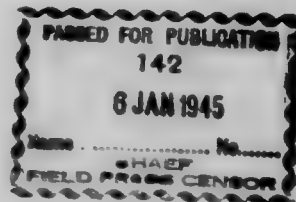
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

In spite of dense mist and clouds French-flown P-47 Thunderbolts of the First Tactical Air Force today carried out dive-bombing attacks on targets seven miles northeast of Strassburg, where German troops crossed the Rhine last night. Results were not observed.

of the French First Air Corps  
Spitfires made sweeps without opposition in the same area.

The weather kept all American units of the First Tactical Air Force on the ground, and limited the French to a minimum number of sorties. No enemy aircraft were sighted and all the Thunderbolts and Spitfires returned safely.

-30-

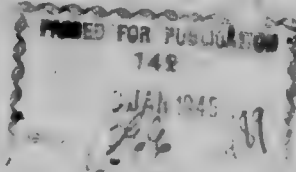


THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RELEASE NO. 6

ops -- 6 Jan.



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

In spite of dense mist and clouds French-flown P-47 Thunderbolts of the First Tactical Air Force today carried out dive-bombing attacks on targets seven miles northeast of Strassburg, where German troops crossed the Rhine last night. Results were not observed.

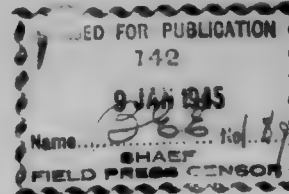
of the French First Air Corps  
Spitfires made sweeps without opposition in the same area.

The weather kept all American units of the First Tactical Air Force on the ground, and limited the French to a minimum number of sorties. No enemy aircraft were sighted and all the Thunderbolts and Spitfires returned safely.

THIS PAGE IS UNCLASSIFIED

first tac af ops -- 9 January 1945

RELEASE NO 9 --



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
L  
N  
C  
E  
I  
S  
I  
I  
I

Fighter bombers of the First Tactical Air Force attacked two marshalling yards behind the German lines, severed a bridge across the Rhine-Rhone canal, and destroyed five ME 109s in a dogfight against superior odds today despite weather conditions that produced some ceilings as low as 500 feet. One gun position was destroyed near Buhl, 20 miles northeast of Strassburg, east of the Rhine.

One hundred thirty-nine sorties were flown for the loss of one fighter-bomber.

The marshalling yards at Neustadt, 20 miles north of the Bitcher battle area, and Rastatt, approximately the same distance East of Hagenau, were bombed by Thunderbolts which dove through holes in the clouds to make their attack. Low visibility prevented accurate observation of results, but a rail out was known to be scored at Neustadt. Pilots said more than fifth cars were disabled.

French-piloted P-47 Thunderbolts ranged over the Colmar pocket, ~~striking~~ striking at communications within the German-held area and claiming the destruction of a road bridge over the Rhine-Rhone canal just south-east of Hirsfelden. Also near Hirsfelden they bombed two road-blocks and destroyed a motor transport. Spitfires of the French First Air ~~Group~~ Corps swept both sides of the Rhine from Strassburg to Mullheim, and like the Thunderbolts, met no enemy fighters. One Thunderbolt is missing from these operations.

more



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Ad 1 -- ops -- 9 January 1945

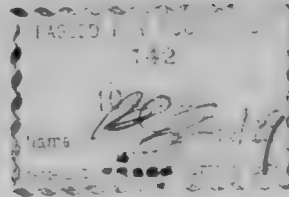
Jumped by ten of a swarm of Germans described by one pilot as "like a black cloud", a group of seven Thunderbolts led by 2nd Lt J.W. Test, of Gentry, Arkansas, shot down five of the attacking ME 109's in a running dogfight near Hagenau. When the fight developed, pilots said, the remaining Nazis fled for their own lines in spite of their comfortable numerical superiority.

In addition to Test, pilots credited with kills were 2nd Lt Henry H. Jones, 1936 First Street, N.W., Washington, D.C.; 2nd Lt Stanley P. Stepanek, 2524 65th Avenue, Omaha, Neb.; 2nd Lt Roy L. Kilpatrick, 556 Magnolia Avenue, San Bernardino, Cal.; and 2nd Lt Richard G. Birnie, 303 South First Street, Geneva, ~~Missouri~~ Illinois.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first two of ops -- 10 Jan 45 --  
RELEASE NO 10



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Fighter bombers of the First Tactical Air Force took advantage of frequent breaks in the weather today to increase their attacks on targets ahead of the Sixth Army Group lines, making damaging assaults on concentrations of tanks, ammunition and supply dumps and railway objectives.

A total of 325 sorties was flown during the day, for the loss of one P-47 Thunderbolt.

Nine tanks were destroyed and 19 damaged in four missions by American Thunderbolts, which found their targets in two groups of tanks of about 50 each, on each side of the Rhine. Both were parked in wooded areas, and all the tanks in both cases were facing southwest, though motionless. Four were destroyed and 12 damaged in the northern part of the Colmar pocket, 12 miles northeast of Colmar, while another five were destroyed and seven damaged, just east of Emmendingen. The pilots also hit some motor transports in other areas.

"There were plenty of tanks in the woods," said Capt Robert Harding, a P-47 pilot who flew in a squadron operating near Emmendingen. "Some of the motor transports looked to be amphibious."

Three dumps, one of them apparently storing ammunition, were destroyed. They were at Zweibrucken, Landau and Pirmasens.

"I led the second flight to go over the Landau dump," reported 2nd Lt Clarence B. Slack, Leavenworth, Kan. "The first planes probably exploded everything there was in the dump, because although our bombs landed in the target area, there were no explosions. All the snow was gone in an area 150 by 200 feet. The smoke rose to about 1200 feet."

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add ops Jan 10 -- --

A fourth dump was damaged at Durlach, and a bridge and several warehouses were damaged near the dump.

The towns of Freistatt, 10 miles northeast of Strassburg, Wittenweise and Rastatt all were bombed and strafed by the Thunderbolts, and pilots said one third of the buildings in Freistatt were destroyed. The railway yards at Rastatt also were hit, and ten cars were disabled and the approach to a rail bridge damaged. Two flak guns near the bridge were attacked.

Another railway yard was attacked at Offenburg, where more than 75 railway cars were destroyed or damaged.

French Thunderbolts continued their pressure on communications in the Colmar pocket, cutting the main railway line between Colmar and Mulhausen in five places. Spitfires of the French First Air Corps made sweeps along the Rhine Valley from Wissembourg to Freiburg, and like the P-47 's, encountered no enemy opposition in the air.

Total claims for today showed:

Two locomotives disabled, three damaged.

18 railway cars disabled, 166 damaged.

31 motor transports disabled, 27 damaged.

10 tanks destroyed, 19 damaged.

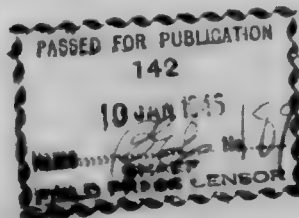
Three guns destroyed, seven damaged.

Three dumps destroyed, one damaged.

A bridge destroyed.

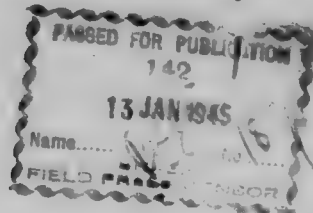
10 rail cuts.

Two road blocks.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



HEADQUARTERS, FIRST TACTICAL AIR FORCE, France--

Striking at German communications and supplies ~~xxxxxxxx~~ in the Kaiserlautern-Neustadt area behind the Bitch battle front, P-47 Thunderbolt fighter bombers of the First Tactical Air ~~xxxxxxxx~~ Force today cut rail lines at 16 points, ~~selaed~~ one of them with a loaded freight train inside it two tunnels, blew up an ammunition dump, and attacked two marshalling yards, as well as scoring hits on miscellaneous German transport. ~~xxxx~~

It was the thirty-first consecutive day of operations for the Franco-American air force, and the first in nearly two weeks that ~~x~~ weather permitted large scale activity. *None of our planes were lost.*

The two tunnels, 400 yards apart ~~xx~~ on the rail line between Kaiserlautern and Neustadt, near the small town of Weidenthal, were hit by three flights of Thunderbolts lead ~~up~~ by Captain Thomas M. Hergert, 2787 S. Howell Street, Milwaukee.

"I detailed two flights to take the South tunnel," Captain Hergert said. "Bombs closed both ends just after the train ~~xxxxxxxx~~ of flat cars entered. The other flight closed the North end of the North tunnel."

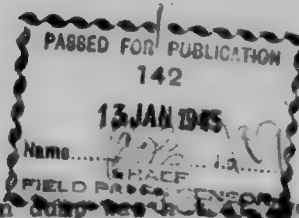
The same Thunderbolts ~~in~~ a few minutes later caught a train of ten ~~xxxxxxxx~~ tank-laden flat cars heading West from Neustadt. They bombed and strafed it, blowing up the locomotive and ~~and~~ damaged eight tanks.

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops -222222



The ammunition dump was at Weibrucken, where the Thunderbolts also bombed buildings believed to be barracks. There were two large explosions, described by pilots at the biggest they had ever seen.

"The explosions were the most unusual I have ever seen," said First Lieutenant Louis W. Pearson, North Powder, Oregon. ~~There were enormous~~ "There were enormous red flashes and brownish smoke. A light cloud layer at 5,500 feet was torn apart by the force of the blast."

Fires were started and explosions observed in a second dump attacked at ~~Reims, France~~ Durlach.

Marshalling yards at Neustadt and Reeden, West of Homburg were attacked with unobserved results.

~~Intermittent~~

Other P-47's strafed 100 boxcars 6 miles East of Otterberg and bombed 20 more cars on a siding near Langziel. ~~Intermittent~~

The only enemy aircraft seen during the day were 4 jet aircraft believed to be Me 262's. One of them was apparently on patrol near Saverne and the other three were seen making an unsuccessful attack on American bombers ~~in the area~~, but at such a distance that the Thunderbolts could not give any assistance.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

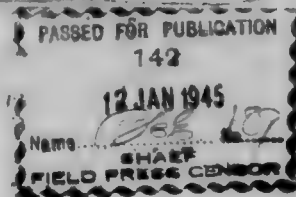
ops 3333333

The box score for the day:

Locos	1-0-2
RR cars	8-0-24
M/T	1-0-1
Tanks	0-0-8
Dumps	1-0-1
Cuts	16
Tunnels	0-0-2
HCV	1-0-0
HIY	0-0-2

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, France -- Armed & reconnaissance  
Aircraft of the First Tactical Air Force ~~carried out~~ <sup>in armed reconnaissance</sup> patrols over  
the Colmar pocket area and East of the Rhine today, ~~and~~ <sup>scoring</sup> hits  
on a supply dump near Freckenfeld, six miles Northeast of  
Wessenberg on the Wessenberg-Germersheim rail line.

P-47 pilots ~~observed~~ <sup>noted</sup> said all bombs dropped in the target  
area and ~~observed~~ <sup>solid</sup> one large explosion and several small ones.

An almost ~~complete~~ overcast kept other planes of the First  
Tactical Air Force on the ground. Today's operation marked the  
31st consecutive day of activity for the French - American air  
force in spite of generally bad weather, ~~conditions~~.

-30-

1740 hrs  
to PARIS

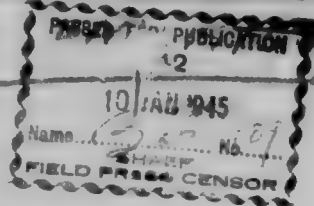
1744 P

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CENSORED BY

PERMISE NO. 11  
11 JAN 45



HEADQUARTERS, FIRST TACTICAL AIR FORCE, France -- Bombing through a small hole in 10/10 clouds, French flown Thunderbolts of the First Tactical Air Force today attacked three objectives in Hausach, 17 miles South east of Strassburg and on the rail line from ~~Kaiser~~ the Lake Constance area to Offenburg and Strassburg.

Hits were scored on the railway station, a nearby factory, and a third building. <sup>Poor visibility prevented observation of results on the station & factory, but</sup> Pilots said they saw "a big red explosion" when the third building was hit.

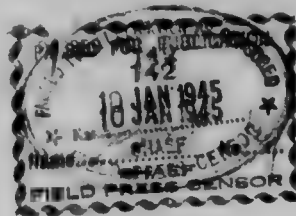
All planes returned safely.

\*\*\*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



but James was 1931's 10

A First Tactical Air Force Thunderbolt pilot, who had switched temporarily to our liaison plane to spot ~~(air-bombing targets for the fighter-bombers)~~ was credited today with leading two ME 109's to their destruction through inadvertence.

First Lt. George V. McClintic, 911 North Fifth Street, Sayre, Oklahoma, who *while flying his Cub* ~~and~~ <sup>with</sup> the veteran 24th Fighter Group, over the Blithe battle area, found a large column of infantry, tanks and horse-drawn artillery, stopped by a road block. He called for "Blithe" fighter had seen.

As the Thunderbolt were coming in and McClintic was withdrawing, two ME 109's attacked the ~~Thunderbolt~~ <sup>the unnamed Cub</sup>. McClintic dived into a cloud veiled valley.

Near the end of the valley the clouds cleared, and the American pilot realized he was bottled in ~~by the~~ <sup>by the</sup> Messerschmitts on a hill on the other ~~had been~~ <sup>was</sup> ~~approaching~~ <sup>spinning toward</sup> his head on.

1st Lt. McClintic turned right, up the side of the ~~valley~~ <sup>valley</sup>, and barely climbing the mountain side, "climbed" it; then slid down the other side into a second valley. The Messerschmitts had not followed, and he was able to get to the ground unit with whom he was on temporary duty.

Back at the base he learned he was credited with a kill. In two kills: Both ME 109's, led inadvertently by McClintic into the first valley and Allied territory, had been brought down by American anti-aircraft fire.

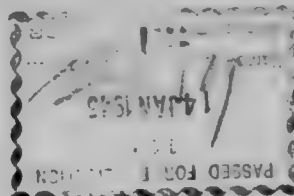
~~McClintic also learned that the Messerschmitts had been shot down by anti-aircraft fire.~~  
~~had been~~

As proof of his low-level trip over the mountain, he showed ten feet of wire, apparently ripped off someone's fence, tangled round the tail of his Cub.

The column he had spotted, McClintic also learned, was thoroughly shot up by the fighter-bombers.

THIS PAGE IS UNCLASSIFIED

1-11-12 10:00 AM



Sent me the following list of books which he has been sent by the  
captain of the ship, and at present I am unable to find out what they are.  
The first book is "The Army of Christ". The second is "The XII Apostles". The third is "The  
Thousandth is missing."

"We skin-bombed the tunnels," reported 1st Lt Henry E. Scott, Jr., Lincoln, Mo. "Flying right toward the north, tossing the bombs in, then falling over the hill. I saw two clear hits that cut the tracks as well as blowing the dirt with earth."

The 42 rail cuts in the Weissenhofen-Landshut-Pirmasens-Neustadt network, vital for supplying the German forces opposing the Seventh Army, constitute a record for one day's operations of the First TAC AF.

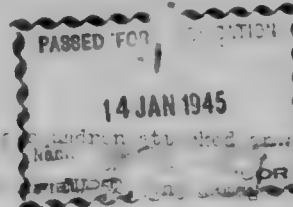
more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



In operations over the north, the Thunderbolt Squadron attacked enemy airfields just north of Frankfurt, and destroyed two JU-88's, and a P-51, and several other JU-88's.

The action in which eight ME-109's were destroyed and three were damaged occurred 15 miles north of Darmstadt, when P-47's of the group commanded by Col James B. Tipton, Flynderville, Ark., met two flights of enemy planes, one of eight, the other of four ME-109's.

Pilots who destroyed enemy aircraft are:

2nd Lt Daniel S. Banner, 1046 Graham, Boulevard, Akron, Ohio - 2.

2nd Lt Arnold G. Alker, 654 West Philadelphia St., Flint, Mich.

2nd Lt Robert E. Smith, 2741 Fairfield Avenue, Springfield, Ill.

2nd Lt Frederick T. L. 1709 Oak Avenue, Alhambra, Ill.

2nd Lt James E. 567 Union Street, San Francisco, Calif.

2nd Lt David M. 100 Hunwell Street, Northern Heights, Va.

E/O Gerald P. Everett, Eagle Lake, Texas.

French-flown fighters operated out of bases in the Strasbourg-Kayserslautern, Baden-Baden-Freiburg area and attacked enemy positions near Banfeld, at the Northern tip of the Colmar pocket. Results were not observed.

Another Thunderbolt Squadron from the group, commanded by Col Bingham T. Kleins, Gonzales, Texas, met a formation of more than 50 Messerschmitts and Focke-Wulfs with what appeared to be six Jet-Propelled ME-262's flying to cover for them, 15 miles west of Worms. A dozen of the enemy peeled off to make one pass at the American fighters. An ME-109 and a P-47 crashed head-on; the Thunderbolt was lost and the Messerschmitt was believed destroyed. After this single swipe at the Thunderbolts, the enemy fled.

Counted in the day's toll of destruction were two locomotives destroyed, nine damaged; 14 railway cars destroyed, four damaged; six motor transports destroyed, 20 damaged.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first tac af ops -- 15 Jan 45 --

RELEASE NO 15 --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Striking swiftly at enemy communications, despite less than one-half day of flying weather, Thunderbolt fighter-bombers of First Tactical Air Force today carried out damaging assaults north of the Bitche battle area without loss in advance of the U.S. Seventh Army. It was their thirty-third consecutive day of operations on the Sixth Army Group front.

American-flown P-47's of XII Tactical Air Command added eight rail cuts to Sunday's record day of 42 on rail lines linking Kaiserlautern, Pirmasens, Landau and Neustadt. Four armored vehicles, three of them on a stationary train three miles due East of Neunkirchen, were destroyed together with a locomotive and a score of rail cars.

Damaging blows were struck on two rail yards in and near Homburg while hits were scored on a supply dump at Zweibrücken and an ammunition dump between Wittenburg and Pirmasens. One German tank was destroyed near Annweiler and two others, facing south on a road at Albersweiler, northwest of Landau, were damaged.

French-flown Thunderbolts, meanwhile, flew a limited number of sorties against ground installations in advance of the First French Army. Results were unobserved.

More than 140 sorties were flown during the day by aircraft of First TAC AF. No enemy aircraft were observed.

Total claims for the day are:

Tanks -- 1 destroyed; 2 damaged

Armored Vehicles -- 4 destroyed

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add -- ops first t/c af -- 15 January 45 --

Marshalling Yards -- 2 damaged  
Locomotives -- 1 destroyed  
Railroad cars -- 34 destroyed; 56 damaged.  
Supply dump -- 1 damaged  
Ammunition dump -- 1 damaged.  
Motor Transports -- 10 destroyed; 3 damaged  
HDV's -- 2 destroyed; 1 damaged  
Staff Car -- 1 destroyed  
Trailers -- 1 destroyed.  
Buildings -- 3 destroyed.  
Rail cuts -- 8  
Road blocks -- 4  
Power plant -- 1 damaged.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops 16 January.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~At 10:00 AM, the first B-26 Superfortresses of the First Tactical Air Force today bombed~~  
~~and seriously damaged the railway bridge and railway junction at~~  
~~Rastatt, a key point supplying German troops facing the Sixth Army~~  
~~Group at many points, while fighter-bombers struck at the German~~  
~~beach-head north of Strassburg, and at communications targets.~~  
~~American-flown~~  
~~B-26 Superfortresses of the First Tactical Air Force today bombed~~

and seriously damaged the railway bridge and railway junction at Rastatt, a key point supplying German troops facing the Sixth Army Group at many points, while fighter-bombers struck at the German beach-head north of Strassburg, and at communications targets.

From more than 500 sorties flown by First TAC AF's fighters, fighter-bombers and medium bombers, none of our aircraft is missing.

The Mustangs, grounded by weather since Jan. 2, struck in two waves at the 275-foot, four-track structure at Rastatt, and the crews reported that damaged was done to both approaches, particularly the south approach, which was knocked into the water.

Other hits were scored on one of the main spans of the bridge. The marshalling yards, a third of a mile north of the bridge, were hit by bomb strikes at the choke point, where the tracks begin to spread out, and some explosions were seen in the yards themselves.

Two of the lines crossing the bridge run north to Karlsruhe; one crosses the Rhine and leads into the German bridgehead north of Strassburg; a fourth goes south to Freiburg and

MORE.....

THIS PAGE IS UNCLASSIFIED

1 add ops Jan. 16 --

thence to the Colmar pocket. ~~Transfathmation~~ It is a three span bridge, two two tracks running on a concrete structure and the other two on a steel bridge alongside.

~~The bombers were attacked near Speyer, after they had hit their objective, by about 20 ME-109's. The escorting French Spitfires and American P-47's gave battle, and repelled them, destroying one Messerschmitt, probably destroying another and damaging a third.~~

A Marauder gunner, S/Sgt. Anthony Tamosiunas, 82 Lake Street, Arlington, Mass., reported: "I saw a really beautiful sight below me. Bombs hit right along the south approach, and a whole section at that end was in the water."

#### ~~Thunderbolt~~

Thunderbolt fighter-bombers of the 12th Tactical Air Command bomb d and machine-gunned the village of Offendorf, at the northern tip of the beach-head north of Strasburg, hitting the town itself and damaging a number of buildings, then struck at a wood c outside of the town where there were believed to be enemy troops. The town and wood were so thoroughly blanketed with smoke that results could not be observed.

"When we came back to strafe we had to fly through smoke all the way," said 1st Lt. Claude R. Burton, who led an attack over the village.

Further north, at Trimbach seven miles northeasr of Bischweiler, other P-47's engaged in active battle participation with the ground forces, bombing the defended village, where there were believed to be troops, and striking at a formation of tanks and armored vehicles near ~~there~~ it. Smoke prevented any observation here, also.

ORE...

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add ops Jan. 1p.

Meanwhile the 12th TAC's daily assignment of keeping the railway lines in the Kaiserlautern-Pirmasens-Landau-Neustadt quadrangle ~~passable~~ i passable was carried out, as the fighter-bombers destroyed 48 railway cars and damaged 19; destroyed 13 motor transport and damaged four, and made 17 rail cuts. A supply dump east of Pirmasens was damaged, and a tunnel was sealed on the ~~Neustadt~~ Neustadt-Kaiserlautern line. Six different rail yards were attacked.

French-flown Thunderbolts carried out rail-cutting operations in the areas of Offenburg, Altenheim and Haslach, all part of a network supplying the Colmar pocket.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first two steps - 15 Jan 49 --

15 Jan 49 --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Striking swiftly at enemy communications, despite less than one-half day of flying weather, Thunderbolt fighter-bombers of First Tactical Air Force today carried out damaging assaults north of the Hatched Line. The attacks were in support of the U.S. Seventh Army. In the first strike, thirty-three Thunderbolts of the 35th Tactical Fighter Wing struck enemy communications near the Hatched Line.

Thunderbolt fighters of the 35th Tactical Fighter Wing struck enemy communications near the Hatched Line. The attacks were in support of the U.S. Seventh Army. In the first strike, thirty-three Thunderbolts of the 35th Tactical Fighter Wing struck enemy communications near the Hatched Line.

Damaging hits were struck on two rail yards in and near Homburg while hits were scored on a supply line to the Hatched Line. Communications lines between Homburg and the Hatched Line were also damaged. The attacks were in support of the U.S. Seventh Army.

Thunderbolt fighters of the 35th Tactical Fighter Wing struck enemy communications near the Hatched Line. The attacks were in support of the U.S. Seventh Army. Results were unobserved.

More than 140 sorties were flown during the day by aircraft of First TACAF. No enemy aircraft were observed.

Total claims for the day are:

Tanks -- 1 destroyed; 2 damaged

Armored Vehicles -- 4 destroyed



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

H, ch 1111111111 -- 2 3 4 5  
 L, ch 1111111111 -- 1 2 3 4 5  
 R, ch 1111111111 -- 1 2 3 4 5  
 S, ch 1111111111 -- 1 2 3 4 5  
 T, ch 1111111111 -- 1 2 3 4 5  
 U, ch 1111111111 -- 1 2 3 4 5  
 V, ch 1111111111 -- 1 2 3 4 5  
 W, ch 1111111111 -- 1 2 3 4 5  
 X, ch 1111111111 -- 1 2 3 4 5  
 Y, ch 1111111111 -- 1 2 3 4 5  
 Z, ch 1111111111 -- 1 2 3 4 5

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

A FIRST TACTICAL AIR FORCE THUNDERBOLT BASE, FRANCE -- They're building a new latrine at the 324th Fighter Group base today and they're cleaning up a snow-covered ~~mm~~ cabbage patch -- hoping there won't be a recurrence of Tuesday's death-defying performance in which 1st Lt John V. Jones, 1800 13th Avenue, Bessemer, Ala., played a leading part.

It all began when Lt Jones flew an armed reconnaissance mission Tuesday in the Landau area. His flight moved in to strafe a German town northwest of Landau which immediately ~~mm~~ filled the sky with Aek-Aek. Flying tail ~~man~~ in the flight, Lt Jones sprayed the target at 200 feet, but as he moved away enemy flak pierced the tail of his F-47, ~~spun~~ spelling the air flow around his rudder and elevator.

He started to spin in but quickly gave his plane a full rudder which miraculously managed to keep him going straight. He couldn't get less than 200 miles per hour, nor could he gain altitude rapidly. This forced him to fly between 3000 and 4000 feet all the way home. And as he passed over enemy towns he at once became an ~~h~~ attractive target for German AA batteries -- which blazed away at every opportunity.

Arriving at his base, the 24-year-old pilot called for landing instructions. Three minutes later he hit the runway at 230 miles per hour. Midway down the strip, his Thunderbolt hit a hump and was immediately airborne again.

Landing a second time, Lt Jones cut his switches and reached the end of the runway doing 100 m.p.h. He attempted to ground loop his

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ship but without success. The P-47 sped off the runway, bounded over a road ~~station~~, plowed up a cabbage patch and crashed to a screaming halt in the middle of a "Chic Sales Two-Seater."

It was observed by 1st Lt Al F. Berlin, 113 Orleans Street, Battle Creek, Mich., who flew cover for Lt Jones, that Jones's Thunderbolt passed directly over a woman on the road -- who scrambled very unladylike into a ditch alongside.

Lt Jones received not a scratch.

- 30 -

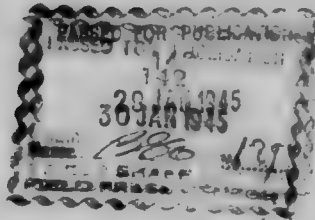
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*File*

noon ops — Jan. 30.



T  
H  
I  
S

P  
A  
G  
E

I  
S

I  
N  
C  
I  
D  
E  
N  
T  
I  
F  
I  
C  
A  
T  
I  
O  
N

P-47 Thunderbolts of the First Tactical Air Force flew through a heavy haze this morning to bomb three small ~~front-line~~ front-line villages ~~east of Colmar~~ east of Colmar, in operations closely coordinated with the Allied advance southward into the Colmar pocket.

The towns of Durrenenzen, Urschenheim and Widensohlen, all about six miles east of Colmar were attacked, and pilots reported destroying 24 *fortified* buildings and damaging four.

Other P-47's ranged deep into Germany, striking at railway targets in the Heidelberg-Karlsruhe-Stuttgart triangle. They bombed the railway yards at Bruchsal, 12 miles northeast of Karlsruhe, and ~~disabled~~ disabled one locomotive and damaged five; disabled seven railway cars and damaged 37. Rails were cut in three places and a tunnel ~~damaged~~ 12 miles south of Pforzheim was damaged.

No enemy fighter opposition was encountered and there were no losses in these ~~early~~ *morning* operations, all of which were carried out by pilots of the 12th Tactical Air Command.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*File*  
AM ops Jan. 30

Beaufighters of the First Tactical Air Force carried out intruder missions north of the Seventh Army front last night, and destroyed six motor transports and damaged six more <sup>southeast</sup> ~~just east~~ of Lendau.

No enemy aircraft were encountered and all the night-fighters returned safely.

-30-

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

29 jan ops

HEADQUARTERS, FIRST TACTICAL AIR FORCE, France—Aided by favorable weather for the first time in two weeks, medium and fighter bombers of the First Tactical Air Force flew 444 sorties today to attack German front line positions, troop concentrations, road transport, and marshalling yards in cooperation with the American Seventh and French First Armies.

Only three German planes were sighted, all refusing combat. One fighter-bomber is missing.

Eight fighter-bomber attacks were made on the front line town of Elsenheim, nine miles northeast of Colmar and against troop and vehicle concentrations in a wooded area just outside the town. Smoke was so thick in the area that results could not be estimated after the first wave of planes attacked.

Fighter-bombers of the XII Tactical Air Command struck at several convoys of tanks and motor vehicles. Eleven tanks, several of them believed to be Tigers, were destroyed, and eight were damaged. Five of the eleven destroyed were bagged by a flight which attacked a concentration near Gamsheim, and four more, when pilots from another group wiped out a convoy of four tanks, four motor transport and three halftracks just south of Pirmasens.

Twenty-seven more motor transport were destroyed and 36 damaged in attacks which ranged over the entire length of the French-American front.

B-26 Marauder medium-bombers, escorted by XII TAC Thunderbolts, bombed rail yards at Bundenthal, just north of the Franco-German border, 15 miles southwest of Landau. In contrast to the generally clear weather over the front, the yards were obscured by 10/10 cloud and the Marauders bombed by instrument. The yards, on a rail line connecting with the main Landau-Zweibrücken line, serve as a forward railhead for the German troops facing the 7th army in the Bitche and Hagenu areas. They were led by 26-year-old

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add

Major Lawrence J. Hayward, group operations officer of County Road, Burlington, Massachusetts, flying his 82nd mission.

Marshalling yards at Pirnasens, Kaiserlautern, Gross Sachsenheim, 14 miles northwest of Stuttgart; Achern, 13 miles southeast of Bischweiler, were attacked by fighter-bombers. One locomotive and 11 railcars were destroyed and 70 damaged in these attacks.

One pontoon bridge was severed and a second damaged on the Rhine north of Karlsruhe.

A radar installation on the edge of an airfield 10 miles northwest of Stuttgart was strafed and damaged.

French-flown Thunderbolts scored four hits on a road bridge in the southwest corner of the Colmar pocket, and 8 more on an ammunition dump 9 miles west of Freiburg.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

A lone piper cub, on an artillery adjustment mission near Gambsheim on the Rhine, seven miles northeast of Strassburg, today signaled the destruction of five enemy tanks and damage to three others, by a squadron of P-47 Thunderbolts of the First Tactical Air Force.

The cub, flying at low altitude, spotted 30 black German tanks dispersed and clearly discernable in a snow-covered field. The Pilot flashed his discovery to the Thunderbolts, flying their last mission of the day in the same area.

Minutes later, the fighter-bombers swooped down, spraying the field and leaving at least eight of the tanks burning and smoking.

"The Germans had made no effort at camouflage," said 2nd Lt Frederick C. Bishop, 1729 Lake Avenue, Wilmette, Ill., "and the black tanks stood out clearly against the white snow. We did not get flak but received machine gun fire from the tanks. The tanks burned fiercely with black oily smoke."

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

A lone piper cub, on an artillery adjustment mission near Gamsheim on the Rhine, seven miles northeast of Strassburg, today signaled the destruction of five enemy tanks and damage to three others, by a squadron of P-47 Thunderbolts of the First Tactical Air Force.

The cub, flying at low altitude, spotted 30 black German tanks dispersed and clearly discernable in a snow-covered field. The Pilot flashed his discovery to the Thunderbolts, flying their last mission of the day in the same area.

Minutes later, the fighter-bombers swooped down, spraying the field and leaving at least eight of the tanks burning and smoking.

"The Germans had made no effort at camouflage," said 2nd Lt Frederick C. Bishop, 1729 Lake Avenue, Wilmette, Ill., "and the black tanks stood out clearly against the white snow. We did not get flak but received machine gun fire from the tanks. The tanks burned fiercely with black oily smoke."

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

A troop of mounted cavalry--first to be sighted by First Tactical Air Force pilots in France--was strafed and badly cut up by diving P-47 Thunderbolts of the 324th fighter group today.

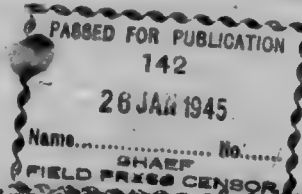
The P-47's had just bombed a small town between Munster and Colmar, in the French First Army sector, and they came on the horsemen as they pulled out of their dive.

"About 50 of them, two abreast, were coming towards Colmar at a trot," reported Captain Magnus P. Johnson, 235 Edgewater Park, Bronx, N. Y., who led the attack. "We went over them, firing all the way, at deck level, and they scattered in confusion, with riders slipping from their saddles and horses running loose."

When the planes returned for a second pass, most of the cavalrymen had got off the road, but there were ten dead horses in the highway.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



ops jan 26

HQ FIRST TACTICAL AIR FORCE, FRANCE: Taking advantage of a brief break in weather today, P-47 Thunderbolt fighter-bombers of First Tactical Air Force attacked road and rail transport behind the German lines in the Bitche and Colmar areas.

Fifteen motor vehicles were damaged when the Thunderbolts of the XII TAC Air Command roads 5 miles west of Karlsruhe.

"First we bombed a southbound convoy of 40 vehicles on the road between Kandel and Lauterburg," said First Lt Ryland T. Dewey, 3341 Coronado Avenue, Denver, Colo., "and then we strafed them."

The four small towns near Hagenau, Druisenheim, Zinsweiler, Uhrweiler, and Engweiler, were bombed without observation, and 14 boxcars were damaged in a railroad yard just east of Bitche. Two roadblocks were effected on the Rhine in Druisenheim.

The towns of Helzweiler and Wickersweiler, just northeast of Colmar, were bombed and pilots saw large fires and explosions in both.

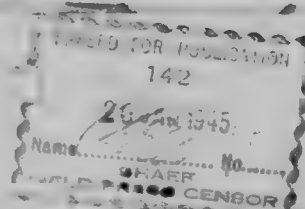
The fighter sweeps were flown by the French component of the First TAC AF. They strafed one town and transport in Sennheim area without observation.

Two aircraft were lost.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



ops Jan 26

HQ FIRST TACTICAL AIR FORCE, FRANCE: Taking advantage of a brief break in weather today, P-47 Thunderbolt fighter-bombers of First Tactical Air Force attacked road and rail transport behind the German lines in the Bitche and Colmar areas.

Fifteen motor vehicles were damaged when the Thunderbolts of the XII TAC Air Command roads 5 miles west of Karlsruhe.

"First we bombed a southbound convoy of 40 vehicles on the road between Kandel and Lauterburg," said First Lt Ryland T. Dewey, 3341 Coronado Avenue, Denver, Colo., "and then we strafed them."

The four small towns near Hagenau, Druisenheim, Zinsweiler, Uhrweiler, and Engweiler, were bombed without observation, and 14 boxcars were damaged in a railroad yard just east of Bitche. Two roadblocks were effected on the Rhine in Druisenheim.

The towns of Helzweiler and Wickersweiler, just northeast of Colmar, were bombed and pilots saw large fires and explosions in both.

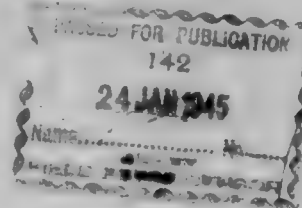
The fighter sweeps were flown by the French component of the First TAC AF. They strafed one town and transport in Sennheim area without observation.

Two aircraft were lost.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



23 Jan ops

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, France — Striking deep into Germany at a variety of communication and supply targets ~~in~~ ahead of the American Seventh and French First Armies, P-47 Thunderbolt fighter-bombers of the First Tactical Air Force made more than 150 sorties without loss today in spite of continuing bad weather.

Aircraft of the XII Tactical Air Command destroyed one bridge and damaged ~~thousands~~ three others, including a ponton bridge across the Rhine, disabled four railway cars, and cut rail lines in five places. ~~Thunderbolts of the First Tactical Air Force made more than 150 sorties without loss today in spite of continuing bad weather.~~  
~~In addition, P-47s of the First Tactical Air Force destroyed a gun position and a railroad engine.~~

~~Thunderbolts of the First Tactical Air Force~~

The four railway cars were part of a train the Thunderbolts caught 6 miles SW of Darmstadt. The same squadron attacked 2 gun positions in the same area.

The town of Widen, five miles South of Landau was bombed, and a railcut made on a line between Landau and Wissenberg.

nlrs



THIS PAGE IS UNCLASSIFIED

PASSED FOR PUBLICATION  
749  
**24 JAN 1965**  
\*\*\*\*\*  
U.S. AIR FORCE  
HEADQUARTERS  
WASHINGTON, D.C.

Four miles north of Karlsruhe two large oil storage tanks were left in intense flames.

A frontline troop concentration in the Colmar pocket area was ~~immediately~~ attacked twice during the day, once by the Americans and once by Thunderbolts of the First French Air Corps, both times without observation.

In addition, the French bombed a ~~Saguk~~ supply depot 14 miles SW of Freiburg and a bridge 7 miles NW of Mulhouse, ~~under~~ but bad weather prevented observation of results.

French-flown Spitfires carried out sweeps from Strassbourg to the Swiss border without enemy encounters.

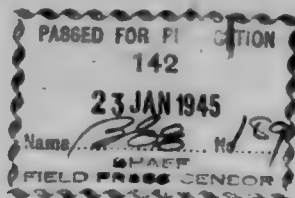
**The day's score:**

RR cars	4-0-0
Bridges	1-0-2
Barges	1-0-1
P Bridge	0-0-1
Cuts	5
Rdbl	3

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

pm ops jan. 23



P-47 Thunderbolts of the First Tactical Air Force bombed the railway yards at Gernersheim in early operations today, damaging 13 locomotives, destroying nine railway cars and damaging 25, and cutting the choke points at both ends of the yards.

Gernersheim is an important ~~junction~~ junction for lines leading to the Pirmasens-Landau area, in advance of the U. S. Seventh Army front, and ~~to the south~~ south to Wissemburg, nearer the immediate battle-zones.

Other Thunderbolts of the 12th Tactical Air Command ~~with~~ attacked a fuel dump near Zell, 12 miles southeast of Strassburg. During this attack a ~~ME-262~~ jet-propelled ME-262 made an ineffectual pass at the fighter-bombers, then fled.

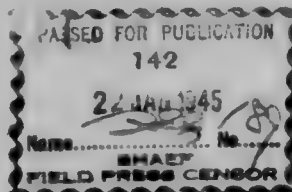
Two other ME-262's were seen during the morning, but contact was not made.

Up to mid-day nine missions and 101 sorties had been flown without any loss.

THIS PAGE IS UNCLASSIFIED

ops jann 22.

17035



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~American-flown~~

P-47 Thunderbolts of the First Tactical Air Force, flying in close coordination with the ground forces of the U. S. Seventh Army, today ~~attacked~~ attacked four German villages ~~near the~~ near the ~~Upper Rhine~~ Strassburg battle area.

Gambshain, scene of the recent German ~~crossings~~ Rhine crossings; Weissenburg; Wurzenbach (13 miles southwest of Karlsruhe on the west bank of the Rhine) and Rheinischofsheim, 10 miles North east of Strassburg ~~on the east side~~ of the Rhine, were struck by the heaviest Thunderbolt attacks in recent days.

Meanwhile French-flown B-26 ~~Marauders~~ <sup>Thunderbolt</sup> ~~Marauders~~ attacked an important road and rail bridge, and a pontoon bridge ~~alongside~~, at Neuenburg on the Rhine, supply links <sup>leading</sup> ~~leading~~ to the southern end of the Colmar pocket <sup>WHERE</sup> ~~and serving~~ the Germans <sup>ARE</sup> ~~opposing~~ the French First Army's present attacks. Results were unobserved in this operation.

Bad weather made observation of most of the <sup>Thunderbolt</sup> attacks on the villages impossible, but at Wurzenbach, where the <sup>P-47s</sup> ~~Thunderbolts~~ swooped down to strafe tanks and motor transport, blowing up a fuel truck as well as destroying and damaging other vehicles, big fires were started.

"Then the gas truck blew up," reported F/O Jerrald P. Evoritt, Eagle Lake, Tex., "It splattered burning gas all over the place, and when I made a second pass almost the entire town was on fire."

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add Jan. 22

On other operations closely coordinated with ground efforts, P-47's flew three missions against a wood where 50 tanks were reported to be parked, in the Gamsheim area. Trees and the weather made observation impossible, but fires and some explosions were seen.

Farther behind the enemy lines, mostly in the Pirmasens area, the fighter-bombers operated against road and rail transport, and in two cases, ~~reaching~~ catching two truckloads of Germans among their ~~base~~ and killing approximately 50 of them.

Six miles east of Pirmasens, on the road to Landau, they attacked three trucks going east, carrying a total of some 50 men. Two trucks were destroyed, the third was damaged, and when they returned for a second pass, they estimated 30 dead.

"When we strafed, the troops jumped out and ran for the woods," said 2nd Lt. John J. Petrosky, 411 Stoney Creek, Boswell, Penna. "We shifted to the woods, spraying bullets among them. On our second pass we could see them lying all over the place."

Another truckload of some 20 Germans was shot up near Elstein, 12 miles southeast of Kaiserlautern, and all of them were believed killed.

Flying south, in support of the French Army, the 12th Tactical Air Command Thunderbolts destroyed a bridge four miles ~~west~~ northwest of ~~Freiburg~~ Freiburg, on a road leading into the Colmar pocket.

Altogether, the P-47's bagged the following:

Forty-two railway cars ~~destroyed~~ <sup>damaged</sup> in railway yards at Neustadt, ~~Elstein~~ <sup>TRIA</sup> Homburg and Bergzabern, two locomotives damaged.

Twenty-five motor transports destroyed, 32 damaged.

Fuel dumps damaged at Bergzabern and just west of Kaiserlautern.

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add ops Jan 22.

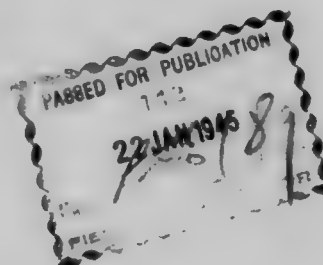
In the attacks on the four villages, 30 buildings were counted destroyed and another 15 damaged.

French Spitfires made sweeps in the ~~Mulhausen~~ Mulhausen and road-busting Mullheim areas without loss, and French P-47's made attacks against roads in the Colmar pocket.

~~Amended to read: ...~~

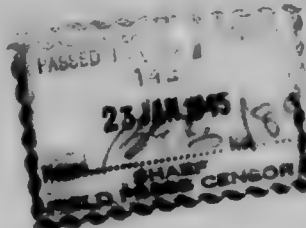
Altogether 391 sorties were flown by American and French aircraft of First TAC AF, from which one French Marauder and one American P-47 did not return. No enemy aircraft were seen met during the day.

-30-



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED



ops 23 January 1945

THIS PAGE IS UNCLASSIFIED

① P-47 Thunderbolts of the First Tactical Air Force, mounting <sup>159</sup> sorties in a few hours of flying weather, blasted three small villages in the northern part of the Colmar pocket and another in the U. S. Seventh Army battle-zone northeast of ~~Strassburg~~ Strassburg, effectively bombed a key marshalling yard, and shot up a 45-truck convoy.

② ~~All operations were carried out by aircraft of the 10th Tactical Air Command.~~ <sup>engagements</sup> There were no ~~engagements~~ with enemy aircraft and none of our planes is missing.

The towns of Ommenheim, Elsenheim and Mackenheim, all close together, were struck by the fighters, <sup>BOMBERS, 12TH TAC</sup> and pilots reported explosions and fires. At Mackenheim they said the flames rose to 300 feet, and the whole village was ablaze. ③

Other P-47's dropped 24 1000-pound bombs on a village northeast of Strassburg, and ~~also~~ destroyed eight buildings, damaging five.

Headed towards Bitch, some 15 miles northwest of that city, the fighter <sup>east</sup> bombers spotted the convoy, dispersed over about a mile or so, bombed it, and scored hits ~~on~~ on two groups of vehicles with their 1000-pounders.

"When we bombed, the trucks pulled off the road," said 2nd Lt. ~~Bombardier~~ Paul M. Hughes, 21 Hempstead Street, Providence, R. I. "We came back 40 minutes later to strafe them, and some were back on the highway. I could see the engines rip open as we sprayed them."

An effective blow was struck at railway yards at <sup>Colmar</sup> Colmar.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add ops jan. 23

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

a junction for lines running to the Pirmasens-Landau area ~~and~~ in advance of the U. S. Seventh Army front, and south to Wissemburg, close to the immediate battle-zone. ~~11 locomotives were damaged;~~ 16 locomotives were damaged, nine railway cars were destroyed and 32 damaged, and choke points at both ends of the yards were cut.

Thirty-three motor transport were disabled and 11 damaged, principally in the convoy headed for Bitch.

A fuel dump at Zell, 12 miles southeast of Strassburg, was bombed, and during the operation a jet-propelled ME-262 made one ineffectual pass at the fighter-bombers, then fled.

Two other ME-262's were seen during the ~~morning~~, but contact was not made.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

last add ops 23 January.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~French  
Thunderbolts of the French First Air Corps strafe  
30-car trains near Ettenheim, 15 miles south of Strassburg, and~~

Thunderbolts of the French First Air Corps strafed two  
30-car trains near Ettenheim, 15 miles south of Strassburg, damaging 50 cars  
and damaged three buildings at the Ettenheim railway station with strafing.

At Rechbach, five miles southwest of Freiburg, they  
machine-gunned a factory building and reported clouds of black smoke  
poured off of the structure.

French Spitfires made sweeps in the areas of Mulhausen,  
Breisach, Colmar, Emmendingen and Freiburg, without enemy opposition.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 FILE

ons in the afternoon 22 January

American P-47 Thunderbolts of the First Tactical Air Force caught several truckloads of enemy troops, moving east away from the Seventh Army front, and killed approximately 50 ~~in~~ <sup>GERMANS</sup> in operations centered round the Pirmasens area today.

Six miles east of Pirmasens, on the road to Landau, the P-47's found three trucks carrying approximately 50 persons. They destroyed two of the vehicles, damaged the third, and ~~killed~~ <sup>estimated</sup> ~~on their second pass, estimated~~ <sup>that they killed approximately 20 Germans.</sup> By the roadside they strafed and damaged four barracks. On the same stretch of road, two miles further east, they damaged a huge truck, carrying what was either a crane or a heavy gun, damaged a half-track and destroyed another, and destroyed a staff-car and a g s truck.

Marshalling yards at Neustadt and Elmstein, <sup>(12 miles southeast Karltrn)</sup> also were attacked, and a locomotive and 15 cars were damaged. Two miles east of Elmstein another truckload of Germans, also moving east, was attacked, and it was estimated that 20 were killed.

Fortified buildings in the area northeast of Bitch were bombed by other P-47's.

There were no losses from 30 sorties flown during the early part of the day.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops in the afternoon 22 January

American P-47 Thunderbolts of the First Tactical Air Force caught several truckloads of enemy troops, moving east away from the Seventh Army front, and killed approximately 50, in operations centered round the Firmsens area today.

Six miles east of Firmsens, on the road to Landau, the P-47's found three trucks carrying approximately 50 persons. They destroyed two of the vehicles, damaged the third, and ~~estimated that they killed approximately 30 Germans.~~ on their second pass, ~~estimated that they killed approximately 30 Germans.~~ pilots estimated that they killed approximately 30 Germans. By the roadside they strafed and damaged four barracks. On the same stretch of road, two miles further east, they damaged a huge truck, carrying what was either a crane or a heavy gun, damaged a half-track and destroyed another, and destroyed a staff-car and a gas truck.

(12 miles southeast Karlsruhe)  
Marshalling yards at Neustadt and Elmstein, also were attacked, and a locomotive and 15 cars were damaged. Two miles east of Elmstein another truckload of Germans, also moving east, was attacked, and it was estimated that 20 were killed.

Fortified buildings in the area northeast of Bitch were bombed by other P-47's.

There were no losses from 30 sorties flown during the early part of the day.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*File*

ops 21 January 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

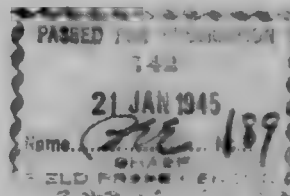
~~A small force of P-47 Thunderbolt fighter-bombers  
of the First Tactical Air Force, striking at a road near  
Strassburg and on the west bank of the Rhine, where enemy  
tanks were believed to be parked, carried out the only activity  
for aircraft of the First Tactical Air Force today.~~

A small force of P-47 Thunderbolts of the 12th Tactical  
Air Command, striking at a road near Berfischheim, northeast of  
Strassburg and on the west bank of the Rhine, where enemy  
tanks were believed to be parked, carried out the only activity  
for aircraft of the First Tactical Air Force today.

The P-47's, flying through clouds and flurries of snow  
and under severe icing conditions, were directed to their  
target by ground control, and were unable to make any observation  
of results.

None of our aircraft is missing.

-30-



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



With a first tactical air strike on 16 Dec. USAF planes were bringing his B-24 bomber down with flak-holes on many of his combat missions over Italy, France and Germany. He gave his first statement during the course of his flight. Practice, or just a respect for German gunners. It took a visit to the front line in France to convince him of the terrible might of German artillery.

Under an exchange plan, the first of the events of the war and combat officers of the first line. It was a first-hand account of the war, the first-hand pilot, got a first-hand view of the war, the first-hand pilot.

German prisoners say they are scared of our artillery. It's not our fire superiority so much that worries them but our ability to place fire anywhere and cover an area with it.

"The prisoner said he couldn't get any rest for three days because our guns had kept him pinned to his dugout. None of their companies would have only 20 to 30 men, I found. I saw one boy, who had a total of six months army experience, and appeared to be under 18 and another prisoner was around 17. They must be really scraping the bottom in this Volkstruppen army they have in some sectors."

Missions over Anzio, Florence, Cassino, the Brenner Pass, southern France and western Germany gave Lieutenant Forcynaluk plenty of battle experience but he got his first glimpse of the Jerries at close range on General Patch's front. "Some of them were only 300 yards away," he said, "and one night a patrol sneaked up within 150 yards. Usually they could see us all the time, too. We had to duck from one building to another and we had to move cautiously."

"In the thick snow-covered forests the Jerries wore white parkas that came down to about their knees, making them almost invisible against their background. We had them too, so it was just a question of who could sneak up on the other first."

more



# FRENCH UNITS OF THE FIRST TACTICAL AIR FORCE



The French elements of the First Tactical Air Force -- first French units to fly against the enemy from France <sup>since 1941</sup> ~~again~~ -- ~~are~~ have made 3573 sorties in 506 missions, since coming under First TAC AF's direction on Oct. 31, 1944.

Nearly all of these tactical units, however, had long combat histories before they came to France, dating back to the campaigns of Corsica, Italy, North Africa, ~~and~~ the Battle of France in 1939-1940, and even, in some cases, to the First World War.

Since October, however, they have been combined into a single air force, the First TAU AF, and most of them have been under the control of Brigadier General Paul Gerardot's French First Air Corps. In this corps are American-built P-47 Thunderbolt fighter-bombers and British Spitfires, both flown and serviced by French air and ground crews.

Also under First TAC AF are B-26 Marauder medium bombers, ~~and these operations~~ flown and maintained by French crews.

The nucleus of the personnel for all these units came into being in North Africa. There many of the regulars of the French Air Force had gone with entire squadrons, on the signing of the 1940 armistice. They ~~were~~ remained through the German occupation of Algiers, and on the arrival of the Anglo-American <sup>forces</sup> ~~squadrons~~ in November 1942, offered their services to the Allied cause.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add french air force



In the meantime this nucleus was constantly being increased by new arrivals from occupied France, who joined the air force and went into training. This training, under the supervision of a joint Allied Commission headed by Brig. Gen. Gordon P. Saville, now chief of the 12th Tactical Air Command, ~~under First TAC AF, has~~ continued. Recently much of the program has been transferred to the United States, and some of the ~~newest~~ newest replacements for First TAC AF's French squadrons have been entirely American-trained, coming to France directly from the States.

In contrast to these fledglings ~~was~~ there are many veteran airmen, some with as many as 18 victories to their credit, who flew for France in 1939 and 1940, and fled to Africa.

The reconstituted fighter and fighter-bomber units first went back into action in North Africa with the Coastal Air Force, protecting Allied supply routes in the Mediterranean, then moved on to Corsica for the Italian and southern France campaigns. The ~~bombers~~ <sup>units</sup> organized in North Africa, had their first taste of combat ~~in~~ from Sardinian bases.

~~Long before this, however, with names and traditions of~~  
~~it is not the least interesting part of the story.~~

Dating long before the memories even of the 1939-1940 flyers, however, are the names ~~and traditions~~ and traditions of some of these units. Probably the most famous is the ~~Maritime~~ Lafayette, Franco-American fighter unit of the war of 1914-1918, ~~Now~~ a Thunderbolt fighter-bomber outfit, ~~(its plane took off from the same base the crew had used 30 years ago)~~

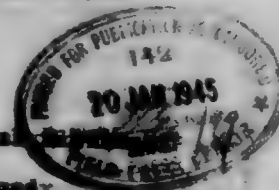
MORE.....

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add french air force.



~~Enemy air force supply used by the French First Army~~  
~~First Tactical Air Force provided throughout the area of the~~

Nearly every item used by these French flyers is supplied by the United States. All food and clothing is American. Aircraft supplies, except in the case of the Spitfire units, are all American and the airplanes themselves are made in America.

The function of the French flyers primarily is to operate in cooperation with the ground forces of the French First Army, and they have made most of their attacks in this area, bombing and strafing transport targets and German defensive positions in the Colmar pocket and in the area opposite it, on the east bank of the Rhine. On a number of occasions, however, they have lent their strength to ground operations in the Seventh Army sector, and frequently the American-manned Marauders of ~~the First Tactical Air Force~~ the First Tactical Air Force have been escorted on their missions by French Spitfires.

Enemy air opposition has been meager, but when there has been any, the French pilots have come out on top. So far they have had only two encounters. On Dec. 26 eight Spitfires attacked a formation of 20 ME-109's near Pforzheim. Five Messerschmitts were destroyed, and two more probably destroyed, by the ~~Spitfires~~ Spitfires none of which was lost. Two days earlier they ~~met another~~ had met another formation of <sup>20</sup>ME-109's and FW-190's over Canidorf, about 20 strong, and shot down two Messerschmitts and two Focke-Wulf's, again for no loss.

Losses to all causes, since coming under First TAC AF on Oct. 31, total 23 planes -- 16 fighters and fighter-bombers and seven bombers.

NOTE.....

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



3 add french air force

In the period between ~~January~~ Oct. 31 and Jan. 19 (inclusive) weather has severely curtailed medium bomber operations, permitting only 22 missions of 359 sorties, directed mainly against bridges on the Rhine and its tributaries, marshalling yards and railway stations.

The remaining 484 <sup>missions</sup> ~~sorties~~ and 3014 sorties were made by the French fighters, fighter-bombers and reconnaissance planes.

Against ground targets they made the following claims during the period mentioned above:

Eighty-two railway cars ~~destroyed~~ disabled and 257 damaged; five locomotives ~~destroyed~~, ~~disabled~~ disabled and nine damaged; railway lines (mostly in the Colmar pocket or leading into it) cut in 53 places; 44 motor transports destroyed, 44 damaged; 21 barges destroyed, 14 damaged; eight horse-drawn vehicles destroyed; seven bridges destroyed, three damaged; 13 road-blocks blasted; 16 buildings destroyed, 15 damaged; two gun positions knocked out; a factory damaged and a fuel dump blown up.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

spencer --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

A FIRST PRACTICE AIR FORCE THUNDERBOLT BASE, FRANCE -- Second Lt James L. Spencer, 325 West Loveland Place, Jackson, Tenn., ~~was a~~ <sup>Tuesday</sup> ~~who flew four missions into Germany in less than eight hours, despite a heavy overcast.~~

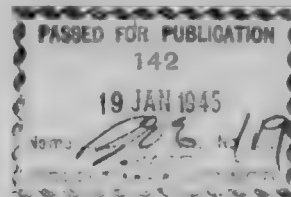
The Thunderbolt pilot, who flew his first mission in mid-December, struck deep into Nazi-land on his first mission, dive-bombing a marshalling yard near Bad-Kreuznach, scoring hits despite heavy enemy ack-ack fire.

His second mission was carried out in a thick overcast near Landau, where he dive-bombed ~~and tanks on a~~ <sup>and tanks on a</sup> ~~stranded train-based tanks~~ in a rail yard. On this trip, enemy flak pierced his cockpit inches from his head. He scored hits on rail lines between Kaiserlautern and Neustadt on his third mission. His last trip of the day was a fighter sweep near front line installations in advance of the U.S. Seventh Army.

THIS PAGE IS UNCLASSIFIED

19 Jan 1945

ops doyle



HEADQUARTERS, FIRST TACTICAL AIR FORCE, France, 19 January --  
 French American flown Thunderbolts of the First Tactical  
 Air Force operated in weather which largely prevented  
 observation today to continue their attacks on German  
 transport and supplies in the Strassbourg, Bitschweiler,  
 and Bitch areas.

Two hundred 47 sorties were flown and one plane  
 in was lost.

Two large concentrations of tanks were hit, one  
 heavily camouflaged in a woods ~~(near Bitschweiler)~~  
 Bitschweiler. Pilots said all their ~~tank~~ bombs dropped  
 in the target area, but were unable to observe results.  
 In attacks on a second concentration at an ~~ann~~ unannounced  
 location, 20 tanks and motor vehicles were ~~hit~~ destroyed.

~~They~~ "They were all ~~jammed~~ mixed up together,"  
 pilots said, "It was difficult to tell whether the burning  
 equipment was tanks or vehicles after the bombing."

Bombing a train entering a marshalling yard just  
 disabled  
 southeast of Strassbourg, Thunderbolts ~~damaged~~ three  
 railroad cars, damaged a locomotive, and made a rail cut.

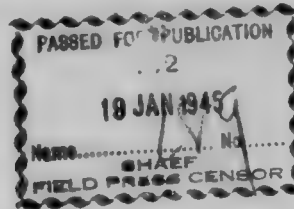
The town of Herrlisheim, 2 miles Southeast of  
 Bitschweiler was bombed in a ground controlled mission,  
 but results were not observed. A second village was  
 bombed in a similar mission 15 miles East of Strassbourg.

RT was attacked on both sides of the Rhine near

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



Ops-2/2/2/2

Strassbourg and five barges were destroyed near the west bank.

Bombs were dropped on Zweibrucken without observation.

-30-

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

final ops jan 30 1945.

American and French-flown P-47 Thunderbolts of the First Tactical Air Force, hampered by cloudy, snowy weather which closed in completely in the afternoon, today carried out limited operations, dividing their attacks between close coordination bombing of fortified towns on the rim of the French First Army battle-front, and railway targets, troops and transport deeper into Germany, in the Heidelberg-Karlsruhe-Stuttgart triangle.

American P-47's of the 12th Tactical Air Command bombed the three fortified villages of Durrenzenzen, Urschenheim and Widensohlen, all about six miles east of Colmar, destroying 24 buildings and damaging four, while the French First Air Corps concentrated on targets at the southern end of the pocket, bombing a rail crossing one mile northeast of Wittelsheim and a road bridge two miles northeast of the same town. They also attacked a fuel dump on the west bank of the Rhine, due west of Colmar. No results were observed on any of these objectives, but a pontoon bridge crossing the Rhine 10 miles northeast of Mulhouse, was severely damaged by strafing French P-47's.

Among the damage wrought by 12th Tactical Air Command Thunderbolts in the Karlsruhe area was wrecking of a troop train containing 150 German soldiers. The train, which stopped moving when the strafing attack started, was spotted 23 miles northeast of Karlsruhe. 2nd Lt. Homer B. Cook, Main Street, Chester, S. C., gave this account of the attack:

"When we strafed it soldiers started streaming out -- it looked like a broken inkwell with ink running out onto the sand. They showed good discipline; when they hit the ground they stayed put regardless of where we strafed. We kept it up for some minutes, making four or five passes, and I flew so low I could see the blue-green uniforms and almost distinguish the expressions on their faces.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add

When we left they were still coming out of the train and others were lying in the snow. It was a bloody mess. *125 14*

~~At the Bruchsal railway yards, 12 miles northeast of Karlsruhe, the~~  
~~div-bombing Thunderbolts disabled one locomotive and damaged five; disabled~~  
~~seven railway cars and damaged 37.~~

It was estimated that 150 German were killed. All the cars and the locomotive were damaged.

At the Bruchsal railway yards, 12 miles northeast of Karlsruhe, the dive-bombing Thunderbolts disabled one locomotive and damaged ~~five~~; disabled seven railway cars and damaged 37.

Another flight of Thunderbolts strafed a convoy of 10 horse-drawn artillery pieces, ~~about~~ 12 miles southwest of Pforzheim; killed 20 horses and damaged all the guns.

Additional damage done by the P-47's, all in the Heidelberg-Karlsruhe Stuttgart area, included: one motor transport destroyed, five damaged; three rail cuts; a tunnel damaged, 12 miles south of Pforzheim; a small road bridge destroyed 11 miles south northeast of Pforzheim, on the Stuttgart Pforzheim road; a rail bridge damaged ~~about~~ 14 miles northwest of Heilbronn.

The French and American fighter-bombers were able to make 58 sorties during the day. No enemy aircraft were sighted and none of the Thunderbolts is missing.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

549,3063

OCT 44-APR 45

U.S. NATIONAL ARCHIVES  
A. U. LIBRARY

DECLASSIFIED  
FO 11632

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7651-6

MICROFILMED

DECLASSIFIED  
EO 11652

THIS PAGE IS UNCLASSIFIED

HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PROV)  
APO 374

549,3063  
0149-1481

OPERATIONS SUMMARIES AND INTENTIONS

MICROFILMED

7651-6

HISTORICAL SECTION:

THIS PAGE IS UNCLASSIFIED

HQ 1st U. S. AIR FORCE  
1st TACTICAL AIR FORCE (PROV)  
APO 371

LETTERS

1971

HISTORICAL SECTION

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OUTGOING MESSAGE

HEADQUARTERS  
FIRST PACTICAL AIR FORCE (PROVISIONAL)

PRIORITY
ROUTINE
DEFERRED

CLASSIFICATION
SECRET
CONFIDENTIAL
RESTRICTED

1/3 NO  
*Ny Hall 1st Lt.*  
SIGNATURE OF ORIGINATOR  
AUTHENTICATED BY:

DEPUTY GENERAL

DATE: 31 OCTOBER 1944

FILE IN 43 CABLES

TO: SHARF AIR (MAIN)

NR

5002 D FIRST TROOP (PROV)

OPSUM FOR THREE ONE OCTOBER ONE FOUR FRENCH GROUP FIVE FIGHTER BOMBER  
MISSIONS TWO FIVE SORTIES PD SEVEN BY FIVE HUNDRED ON FACTORY KING DASH  
TWO SEVEN FIVE ZERO NINE ZERO PD ONE EIGHT BY FIVE ZERO ZERO ON ROADS  
VICTOR FOUR SIX EIGHT FOUR ZERO SIX CMA FOUR ONE FIVE THREE THREE. THREE  
CMA THREE FIVE ONE THREE NINE ONE CMA FOUR ZERO FOUR TWO FOUR EIGHT PD  
CLAIMS ONE NINE TANK DESTROYED CMA TWO ROGER ROGER OUTS AT VICTOR SEVEN  
TWO SEVEN FIVE THREE ZERO PD NO LOSSES CMA NO EAST BLANT ABLE PD THREE  
SEVEN ONE FIGHTER GROUP FOUR FIGHTER BOMBER MISSIONS FOUR ZERO SORTIES  
PD TWO FOR TWO ZERO ON TROOPS VICTOR ZERO FIVE FIVE THREE AND VICTOR  
THREE ONE FIVE FIVE FIVE EIGHT PD ONE MISSION EIGHT SORTIES ON GUNO  
VICTOR TWO NINE FIVE FOUR SEVEN NINE PD ONE MISSION TWELVE SORTIES ON  
BRIDGE VICTOR EIGHT FIVE NINE ONE THREE TWO AND VICTOR EIGHT FIVE EIGHT  
ONE TWO EIGHT PD CLAIMS ONE NR OUT VICTOR EIGHT SIX ONE THREE PD NO LOSSES  
CMA NO EAST BLANT ABLE PD FIVE ZERO FIGHTER GROUP FIVE FIGHTER BOMBER  
MISSIONS FOUR EIGHT SORTIES ALL ON BRIDGES PD ONE BRIDGE DESTROYED AT  
QUEEN FOUR ONE ZERO ZERO NINE SEVEN CMA ONE BRIDGE DAMAGED AT VICTOR  
EIGHT FIVE EIGHT ONE TWO EIGHT CMA ONE NINE TANK DESTROYED CMA FIVE  
RAILROAD OUTS CMA FOUR IN QUEEN FOUR ONE ZERO ZERO NINE SEVEN AND ONE AT  
VICTOR EIGHT FIVE EIGHT ONE TWO EIGHT PD ONE PETER FOUR SEVEN DAMAGED ON  
ONE FLAK PD THREE TWO FOUR FIGHTER GROUP TWO MISSIONS ONE FOUR SORTIES  
CONSISTING OF ONE EIGHTLY FOUR SORTIES AND ONE SPECIAL MISSION ON

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OUTGOING MESSAGE

HEADQUARTERS  
FIRST NATIONAL AIR FORCE (PROVISIONAL)

PRECEDENCE
URGENT
OP
PRIORITY
ROUTINE
DEFERRED

CLASSIFICATION
SECRET
CONFIDENTIAL
RESTRICTED

R/C NO \_\_\_\_\_

SIGNATURE OF ORIGINATOR \_\_\_\_\_

AUTHENTICATED BY: \_\_\_\_\_

JOINT GENERAL \_\_\_\_\_

DATE: \_\_\_\_\_

TIME IN AG CABLES \_\_\_\_\_

TO : \_\_\_\_\_

NR \_\_\_\_\_

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FREIBURG ABLE SLANT DOG ONE ZERO SORTIES CMA NO CLAIMS PD ONE PETER  
FOUR SEVEN DAMAGED CAT ONE DUE FLAK PD DROPTED SEVEN AND ONE HALF TONS  
FIVE BOMBS AND ONE POINT FOUR FOUR TONS OF FRAGS PD THREE NINE THREE NINE  
SPITFIRE OF FRENCH WING SEVEN MESSAGES THREE ZERO SORTIES PD FIVE PATROLS  
ONE SIX SORTIES CMA TWO SETUPS OF ONE FOUR SORTIES CMA NO CLAIMS CMA NO  
EAST SLANT ABLE ~~FOUR~~ TOTAL BOMBS DROPTED FOUR FOUR POINT ONE NINE TONS  
PD

ROYCE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

D 399

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OP X

SECRET X

2 NOVEMBER 1944

SHARP AIR (MAIN)

5004 D FIRST TAC AF (PROV)

OPRUM FOR SECOND NOVEMBER ONE NINE FOUR FOUR PD

ALL UNITS STOOD DOWN DUE WEATHER PD

ROYCE

*Cont. Tel*



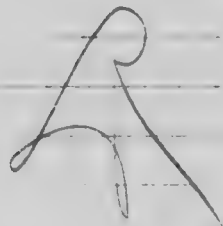
THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 NOVEMBER 1944

GENERAL CYO

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



LGNT NR34 OP  
TAF

ADADATION

	INITIATED	SUCCESSFUL	LOSSES	TONS
ERS	-	-	-	-
MBERS	291	285	4	57
IGHTERS NIGHT 6/7	11	11	-	-
CES	34	21	-	-
ALS	336	317	4	57

----- COMAF ADV NINE -----

FROM ADV. HQ. NINTH AIR FORCE 888843A

TO A-2 DIO AT:

IX B.D.

IX T A C

XIX T A C

XXIX T A C

HQ NINTH AIR FORCE (MAIN)

1ST TAF

1ST ALLIED AIRBORNE ARMY

IX A D C

IX ENG. CMD

BT

N-5194-D

TELOPS 7 NOVEMBER 1944

IX BOMBARDMENT DIVISION

OPERATIONS SCHEDULED THIS DATE CANCELLED DUE UNFAVORABLE WEATHER.

IX TACTICAL AIR COMMAND

CONDUCTED RAIL CUTTING WEST OF THE RHINE. FURNISHED SUPPORT FOR 28 DIVISION AND CARRIED OUT A FIGHTER SWEEP IN THE EUSKIRCHEN AREA. LOSSES: 3A/C (1 FLAK, 2 UNKNOWN). NO E/A SIGHTED.

XIX TACTICAL AIR COMMAND

NO ACTIVITY

XXIX TACTICAL AIR COMMAND

CARRIED OUT ARMED RECCE IN THE ROEPHOND- KREFELD AREA, CUT RAILS WEST OF THE RHINE. AND CONDUCTED FIGHTER SWEEPS IN THE DUSSELDORF AREA. LOSSES 1 A/C (UNKNOWN) NO E/A SIGHTED.

NIGHT FIGHTER 6/7 NOV.

11 SORTIES ON UNEVENTFUL DEFENSIVE PATROL WEST OF THE RHINE. AND INTRUDER OPERATIONS IN THE TRIER-METZ-SAARBRUCKEN AREA. NO JJA SIGHTED; NO LOSSES.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

	INITIATED	SUCCESSFUL	LOSSES	TONS
ERS	-	-	-	-
MBERS	291	283	4	57
IGHTERS NIGHT 6/7	11	11	-	-
CES	34	21	-	-
ALS	336	317	4	57

----- COMAF ADV NINE -----

FROM ADV. HQ. NINTH AIR FORCE 888848A  
 TO A-2 DIO AT:  
 IX B.D.  
 IX T A C  
 XIX T A C  
 XXIX T A C  
 HQ NINTH AIR FORCE (MAIN)  
 1ST TAF  
 1ST ALLIED AIRBORNE ARMY  
 IX A D C  
 IX ENG. COMD

BT  
 N-5194-D

TELOPS 7 NOVEMBER 1944

IX BOMBARDMENT DIVISION

OPERATIONS SCHEDULED THIS DATE CANCELLED DUE UNFAVORABLE WEATHER.

IX TACTICAL AIR COMMAND

CONDUCTED RAIL CUTTING WEST OF THE RHINE. FURNISHED SUPPORT FOR 28  
 DIVISION AND CARRIED OUT A FIGHTER SWEEP IN THE EUSKIRCHEN AREA.  
 LOSSES: 3A/C (1 FLAK, 2 UNKNOWN). NO E/A SIGHTED.

XIX TACTICAL AIR COMMAND

NO ACTIVITY.....

XXIX TACTICAL AIR COMMAND

CARRIED OUT ARMED RECCE IN THE ROEPMOND- KREFELD AREA, CUT RAILS  
 WEST OF THE RHINE. AND CONDUCTED FIGHTER SWEEPS IN THE DUSSELDORF AREA.  
 LOSSES 1 A/C (UNKNOWN) NO E/A SIGHTED.

NIGHT FIGHTER 6/7 NOV.

11 SORTIES ON UNEVENTFUL DEFENSIVE PATROL WEST OF THE RHINE. AND  
 INTRUDER OPERATIONS IN THE TRIER-METZ-SAARBRUCKEN AREA.  
 NO 3XA SIGHTED; NO LOSSES.

	TOTAL	IX	XIX	XXIX
MISSIONS	173	173	118	118
LOSSES	4	3	1	1
TONS	57	49	12	12

CLAIMS

M/T	1-2	1-2	8 -	-	-
LOCOS	3-8	2-8	-	1-8	-
RR CARS	8	28-8	18-8	-	18-8
GUN POS	13-8	1-8	-	12-8	-
BUILDING U	3-2	-	-	3-2	-
RAIL CUTTINGS	11	4	-	7	-

RECONNAISSANCE

INITIATED

34

SUCCESSFUL

21

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1ST FRENCH AIR CORPS MEDIUM BOMBER COMBAT INTENTIONS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

DIRECTIVE FOR 12 NOVEMBER 1944.

PART II

1. IF MEDIUM BOMBERS ARE OPERATONAL, ATTACK THE RHINE RAILROAD BRIDGE AT NEUENEURG-V858128. USE PHOTO X2-B, PICTURES AVAILABLE AT 4TH GROUP. PROVIDE YOUR OWN ESCORT.

DIRECTIVE FOR 17 NOVEMBER 1944.

PART II

1. ATTACK WITH 18 B-26'S RAILROAD BRIDGE NEAR NEUENEURG-V858128. ALTERNATE TARGET, AMMUNITION DEPOT IN MULHOUSE-V564096. PHOTO 15H3. FIGHTER ESCORT WILL BE PROVIDED BY 12 P-47'S, MAXIMUM LOAD POSSIBLE.

DIRECTIVE FOR 18, and 19 NOVEMBER 1944.

PART II

1. ATTACK WITH 18 B-26'S RAILROAD BRIDGE SOUTH EAST OF ROUFFACH-V681272, PHOTO 15H417. ALTERNATE TARGET RAILROAD BRIDGE NEAR NEUNEURG-V858128. PHOTO 15H3G. FIGHTER ESCORT WILL BE PROVIDED BY 12 P-47'S. MAXIMUM LOAD POSSIBLE.

DIRECTIVE FOR 18 NOVEMBER 1944.

PART II

1. BOMB RAILROAD BRIDGE SOUTH EAST OF ROUFFACH-V681272. 12 P-47'S FOR ESCORT. RENDEZVOUS BESANCON 1300 HOURS.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PRIORITY

SECRET

14 NOVEMBER 1944. 0950A

COMMANLING GENERAL: 1ST BRANCH AIR CORPS: ATTN LT. COL. DUTTON  
USAAF

E-7000

REFERENCE PART 2 ON COMBAT INTENTIONS OF 10 NOVEMBER 1944 OF 1ST  
FRENCH AIR CORPS. YOU ARE ADVISED THAT THE BOARD INTENTIONS OF THAT  
DATE ARE STILL IN EFFECT, AND SHOULD BE INCLUDED IN DAILY INTENTIONS  
SUBMITTED TO THE HEADQUARTERS

ROYCE

CLEARER 141300A

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C  
E

ADPT 1 15 T.A.M.

ADPT 1 15 T.A.M.

1 11. A 000 1 11.1

[16 Nov 1944]

000000

000000

00

TO: SAC, 1ST TACAF (HQU), 1ST CAF, TACAF HQ. (DDAV)

1 11.1. FOLLOWING IS TWENTH ARMY ROUTINE CHANGE EFFECTIVE ONE SIX EIGHT  
ONE ONE ONE FIVE SEVEN NINE TO VICTOR FOUR SIX FOUR EIGHT SEVEN THREE C/A  
RAILROAD NORTH TO VICTOR FOUR FOUR EIGHT NINE TWO FOUR C/A P// VICTOR  
V// FIVE THREE SEVEN SEVEN// NINE FIVE SEVEN C/A RAILROAD NORTHWEST TO  
CHIEF FOUR THREE TWO ZERO ONE TWO C/A RAILROAD NORTH// NORTHWEST TO  
CHIEF FOUR THREE TWO L// ZERO// ZERO THREE// THREE EIGHT C/A RAILROAD  
NORTHWEST TO CHIEF FOUR ZERO FIVE ZERO SIX EIGHT C/A THREE AS BEFORE P

SAVILLE

VZ 1

INI PLS 1 LIT 1GR PLS

TACAF

OF THIS U

PGY R NR27-25 161155A EF ARV  
AFBR.....161155A WMS AR K

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TO: DIRECTOR  
FROM: T.A.S.  
SUBJECT: [REDACTED]  
DATE: [REDACTED]  
BY: [REDACTED]  
[REDACTED]

16 Nov 1944

TO: DIRECTOR T.A.S. [REDACTED]

ON NOVEMBER 15, 1944, AT APPROXIMATELY ONE FIVE FIVE HOURS, ONE FOUR  
THREE AND THREE THREE THREE THREE THREE, IN THE FIRST FRENCH ARMY AREA  
[REDACTED] THE TWO AIRCRAFT WERE SEEN FLYING OVER THE LINE. THE FOUR  
FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR FOUR  
OF THE THREE THREE THREE THREE THREE THREE THREE THREE THREE THREE THREE  
P. INVESTIGATION HAS BEEN MADE AND NO AIRCRAFT OF ONE OF ITS AIR  
ANY OF THE THREE THREE THREE THREE THREE THREE THREE THREE THREE THREE  
NO ONE HAS ANY AIRCRAFT AT ALL THROUGHOUT THE ENTIRE DAY. NO ONE  
P. SUGGEST YOU NOTIFY THE AIR FORCE OF THIS INCIDENT TO SEE IF THEY  
POSSIBLY HAVE ANYTHING IN THE AREA AT THAT TIME P.

DAVID E.

VZ F

CCX SSC

AFB R.....16/1147A [REDACTED]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C

AG  
for file  
CER.

[Faint, mostly illegible text block containing several lines of what appears to be a memorandum or report. Some words like "SUBJECT", "REFERENCE", and "ACTION" are faintly visible.]



THIS PAGE IS UNCLASSIFIED

AG file  
CER

**SECRET**

HEADQUARTERS SIXTH ARMY GROUP  
AG MESSAGE CENTER

# INCOMING MESSAGE

SAC  
FINED 1711004

SC N 52/17  
171355A  
TK

OPERATIONAL PRIORITY

FROM: SHARP NASH AIR

TO : HQ SIXTH ARMY GROUP IX AIR FORCE LIAISON OFFICER, INFO  
S AIR H. IXTH US ARMY GROUP

REF TO THIS MSG. AD 104, 17 Nov 1944.

## 17 Nov 1944 AIR OPERATIONS

1200 Bombers of VIII Air Force, 1200 of RAF Bomber Command and 40 of IX Air Force operated during the day in connection with tactical operations hitting areas near Aachen and the towns of BIELEFELD, DUREN, JULIEN, MONTEZ, LACHEN and S. PELLICH. Results were generally good. 3 Bombers were lost. Night of 15-16 Nov Mosquitoes hit BIELEFELD and carried out tactical attacks. Aircraft of the tactical air forces during the day flew over 1000 sorties on ground support, armed reconnaissance, escort to bombers, recon and other patrols. 10 aircraft were lost while claims against ground targets were good.

100-1000 Classified secret by AG/10.

ATTN : G-3

INFO : G-2  
G-2  
First Chief  
AG R-1000

104 IN 10610 10 Nov 44 13:54 201 100 AG 214 JL/n

**SECRET**

COPY No

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE

TO: A & Pte Ltd.

TO: DIRECTOR, FBI  
FROM: SAC, NEW YORK (100-100000)  
SUB: [REDACTED]  
RE: [REDACTED]

... ..

PLEASE ADVISE ALL IN CHARGE OF THE UNIT RE INSTRUCTIONS CONCERNING  
ALL TACTICAL AND NO INSTRUCTIONS INCLUDING HOW TACAT BECAUSE OF THIS.  
ALL RADIO INSTRUCTIONS ARE NOW CORRECT. IMPROVE US TO CORE INTENTIONS TO  
LOWER UNITS BECAUSE NO CORRECT MESSAGE. MESSAGES TO LOWER UNITS ARE SENT  
CLEAR BY THE OFFICERS PATROLLED WITH. IN FUTURE ALL INTENTIONS WILL BE  
SENT TO YOUR H.Q. REQUEST YOU SEND INSTRUCTIONS AND ALSO TACAT SIGNALS  
C.O.I.F.H.C. BUTON.

GIL AFDOT.

T 171450A DE AF M  
 AFB D.....17/1940A C A S MCK  
 AB

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*To: AG file*  
**SECRET**

HEADQUARTERS SIXTH ARMY GROUP  
AG MESSAGE CENTER

## OUTGOING MESSAGE

OPERATIONAL PRIORITY

**SECRET**

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TO FOR ACTION : COMBAT AREA ADDRESSERS  
FROM : SIXTH ARMY GROUP FROM DEVERE  
SUBJECT : BOMBING  
REF NO : BX 19865

COMBAT AREA Number 227, PART 1. LAND. SECTION C-- 171200A November 1944.

RECEIVED III-AIR OPERATIONS

Reported during the period:

FIGHTER BOMBERS: 19 missions; 103 sorties.

RESULTS: destroyed 4 MT, 4 35-ton trucks, 9 locomotives, 30 RR cars,  
15 buildings and 1 barge.

T/O, R: 2 missions; 3 sorties.

COVERED: areas SPARSHUCKEN, STRASBOURG, SILETT and BARR.

RE: V 448924, V 537917, main road NW to Q 478012, road NE to Q 488038,  
road NW to Q 408053, road to Q 405100; then as before.

ORIGINATOR: G-AIR

AUTH: R.E. JONES  
Brig. Gen.

INFORMATION: G-3  
G-3  
FIRST T.O. F  
NO RECORD

(REP/jaf)

17 Nov 44

14214

Ref No BX 19865

jaf

**SECRET**

COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

THIS PAGE IS UNCLASSIFIED

70:AC  
file  
ack

18 Nov 1944

[illegible]

**SAYRE** . . . .

1. AR



12 13.

A/C	NUMBER	TYPE	RESULTS	LOCATION	TIME
37/30	30TH	14.5	PAID TO ST.		
37/31	31ST	14.6	LOST		
37/32	32ND	14.6	LOST		
37/33	33RD	14.6	PAID TO ST.		
37/34	34TH	14.6	PAID		
37/35	35TH	14.6	PAID TO ST.	(FLAND)	

# 12 14. 15TH

37/36	36TH	14.6	PAID TO ST.		
37/37	37TH	14.6	PAID TO ST.		
37/38	38TH	14.6	PAID TO ST.		
37/39	39TH	14.6	PAID TO ST.		
37/40	40TH	14.6	PAID TO ST.	(FLAND)	

12 15. 16TH

12 16. 17TH

12 17. 18TH

OPERATED INACTIVE DIVISION OF THE 5TH CORPS, CARRIED OUT SEARCH AND  
 AREA SEARCH IN THE HOLLAND AREA, AND FURNISHED REPORT FOR MEDICAL  
 SERVICE. LOST 3 A/C (3 E/A, 4 FLAK, 1 ACCIDENT, 1 UNKNOWN). DROPPED  
 100.0 5. AND 1. LEAFLET BOMBS. ENCOUNTERED 3 FV-100 N.E. OF KOLLEZ  
 AT 154. HRS AND SIGHTED 25-70 FV-100 E. OF KOLLEZ AT 1500 HRS. TWO COMBAT  
 2 JETS SIGHTED AT ECHENHEIM AT 1300 AND 1 JET SIGHTED AT LAACHER LAKE  
 AT 1115. DESTROYED ONE FV-100 N.E. OF KOLLEZ (F-7624) AND CLOSED A RE  
 TAILOR S.E.

OF KOLLEZ (F-7624).



THIS PAGE IS UNCLASSIFIED

THIS PAGE

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

[illegible]

1990

FORMED TO COLLECT DATA FOR THE ASHROCK RIVER CO. AND THE GOVT. TO  
ADJUSTED BY OTHER MEANS IN THE LICH-HILL-GRAVE-BRITH AREA. LAST  
2 A/C (FLAND) 1 LICH-HILL-DANIEL ROAD DARTING. 1 LT SIGHTED S.E.  
LICH. NO COLLAR. THROPPED 191.00 SP AND 1 LAPAL. TACK. (1 LAPAL  
TACK - 191- L C).

1957-1958 (1957-58)

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

-----  
PARTIAL SUMMARY OF CLAIMS

PARTIAL SUMMARY OF CLAIMS, 1971,  
PARTIAL SUMMARY. SUMMARY OF CLAIMS, 1971,  
PARTIAL SUMMARY. PARTIAL SUMMARY. PARTIAL SUMMARY.  
PARTIAL SUMMARY. PARTIAL SUMMARY. PARTIAL SUMMARY.  
PARTIAL SUMMARY. PARTIAL SUMMARY. PARTIAL SUMMARY.

	TOTAL	1971	1972	1973
	-----	-----	-----	-----
ARTICLES	1,000	4	10	20
BOOKS	1			
TOTAL	1,001	14.00	10	191.70
REVENUE	13		7	
PROFIT	40		40	
R/P	13		13	

CLAIMS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

TYPE	INSTANTIATED	UNCLASSIFIED	UNCLASSIFIED	TOTAL	UNCLASSIFIED
BOATERS	400	343	3	746	3
PARACHUTERS	1,018	1,011	10	2,039	10
W/RIGHTERS 17/1	35	35		70	
RESCUES	100	100		200	
TOTALS	1,553	1,589	23	3,165	13

— CCRAF ADV NINE —

THIS PAGE IS UNCLASSIFIED

D/A (AIR)	1-1-2	—	1-1-1	1-1-1
INT	100-105	1-1-3	104-100	7-25
LOSOS	74-10	3-7	09-3	0-8
R.R. CARS	341-348	20-13	200-100	31-09
PLDS	213-20	23-0	20-3	100-26
CHN POC.	20-21	0-1	12-17	0-0
RAIL CUTS.	30	5	9	10
BRIDGES	101	1-1	—	—

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

DISSEMINANCE

INITIATED

SUCCESSFUL

100 COPIES SET 11/11/11 11/11/11

<u>TYPE</u>	<u>INITIATED</u>	<u>SUCCESSFUL</u>	<u>LOGGED</u>	<u>TOTAL</u>	<u>PER</u>
COPIES	4	345	1	350	1
7/11/11	11/11	11/11	1	11/11	1
11/11/11	11/11	11/11	1	11/11	1
RECORDS	11/11	11/11	1	11/11	1
TOTALS	1, 11	1, 11	11	11/11	1

— COPIES ADV HING —

AT 10/11/11

CCIN 11/11/11

ON

ANALYSIS

APP 2.....11/11/11 11/11/11 11/11/11 11/11/11

VI

OK 11/11/11

TO: AC file  
cck

AFB V LGHT NR36 OP CONF.

FROM XII TAC. ADV.

220530A

TO: C.G. 1ST TACTICAL AIR FORCE (PROV). ATTN: A/C OF S, A-2.

CR-CCK-BT

D-456 OPSUM PART I COVERING NIGHT 21/22 NOVEMBER 1944.

DEAUFIGHTERS 415 NIGHT FIGHTER SQUADRON 7 MISSIONS 7 PORTIES,

ALL INTRUDERS. DESTROYED 9 HT, 1 BUILDING, DAMAGED 17 HT, 3

BUILDINGS, 1 LCCO, 30 ER CARS.

SAVILLE

BT

NY K

ED....22/1022A - 172 AR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

*10:45 11/24/64*  
LCNT POKN AAT PEGY LVXX : TON LCIX V LVXX NR 21 URGENT SECRET  
LCNT T XII TAG ADV  
PBNH T GUL/ CG, 7TH ARMY ABC  
AAT T 1ST TAGAF  
PEGY T FRENCH TAG AND FRENCH ARMY  
LVXX SWITCH T CONTROL CENTER 1  
LCIX T 415 NIGHT FIGHTER SQRN  
FROM C.O. 60TH FIGHTER WING TOO 231432  
TO C.O. 415 NIGHT FIGHTER SQUADRON FOR ACTION  
INFO: XII TAG ADV 1ST TAGAF XIX TAG CG1 FWD OPS1 FWD OPS 2

CHAF CG 7TH ARMY ABC FRENCH TAG FRENCH ARMY  
CR GXX BT

TEXT: CITE EAST SIX ONE ZERO: DIRECTIVE FOR NIGHT 23/24 NOVEMBER.  
CARRY OUT INTRUDER MISSIONS ON FOLLOWING AREAS: RHINE VALLEY ON  
EAST SIDE ONLY FROM OFFENBURG NORTH TO KARLSRUHE AND BOTH SIDES OF  
RHINE FROM KARLSRUHE TO MANNHEIM. DO NOT REPEAT NOT MAKE ANY  
ATTACKS ON WEST SIDE OF RHINE BELOW KARLSRUHE.

BARUS/// BARUS

BT  
MIN CHECK  
SENT IN K  
PEGY R NR 21 URGENT SECRET 231510A JN K  
LCIX R NR 21 AT 1500A RH AR KEX  
AAT R NR 21 231510A JYR AR KK  
PBNH R NR 21 231510A END AR K  
LVXX -S R NR 21 231510 A A.R.L. AR. K  
O  
AAT COME IN PLS  
AAT COME IN PLS



*10.1.18 file 10.1.18*

PEGY AAT PERH LGHT LVCK SWITCH LGIK V LVCK NR 23 URGENT SECRET

PERY T FRENCH ARMY AND FRENCH TAC

AAT T 1ST TACAF

PERH T CG, 7TH ARMY ASS

LGHT T XII TAC ADV

LVCK SWITCH T CC.1

LGIK T 415 NIGHT FTR SQUADON

FROM CG, 7TH FIGHTER UNIT TOO 23194N

TO CG, 415 NITE FTR SQDN

INFO: TO XII TAC ADV 1ST TACAF XII TAC CC.1 FWD OPS1 FWD OPS2

CG 7TH ARMY ASS RRGEX/// FRENCH TAC FRENCH ARMY

OR GEX DT

TEXT: SITE EASY SIX ONE ONE. AMENDMENT TO DIRECTIVE FOR NIGHT

OF TWO THREE SLANT TWO FOUR. NIGHT INTRUDERS WILL CONFINE

EFFORTS TO NORTH OF KARLSRUHE ON BOTH SIDES OF RHINE. DO NOT

REPEAT NOT INTRUDE IN STRASSBURG AREA.

DARGUE

BT

SENT XII K

PEGY R NR 23 URGENT SECRET 231613A NR AR K

NR, 4, 23 WEGYOT26///231615A END AR K

AAT R.....23/1613A C A S NRK

LGHT R NR 23 12 // 231619A 23 AR K

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

*cc: A & file cc: R*  
LGHT AAT V JGR NR 3 CP/C E C R T E

FROM PROV RECON GROUP 131431

TO XII TAC

1ST T.A.F.

*81.*  
*23 Nov 1944*

CR-SEND IN CLEAR BY LANDLINE- FIVEKX JGT BT

PROV RECON GROUP (XII TAC) FIRST PHASE PHOTO  
INTERPRETATION REPORT.

A. ADDITION TO US/38/S\*(P)A PR SORTIE 1313A 13NOV44  
REQUEST DCS PR/12/3/4, PR/12/9/14.

B. RR/BRIDGE AT W-777773 W-577276 CSOS 4416 MAP K-3  
PHOTO NO: 3800-87.  
PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOWS AN UNDEMANAGED  
TWIN 110 FOOT LONG TREESTLE CARRYING TWO TRACK RR OVER A  
SMALL RIVER. THRU TRAFFIC POSSIBLE.

C. REF Y/257.

D. TIME 1435A DATE 22 NOV 44.

FALKER

BT

FIN PL

SENT 23/1520A JFW AR E

LGHT R NR 3 231520A JT AR

AAT R .....23/1521A JTZ KKK

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*To: AC file*  
*CEK*  
AAT V DECY NR 7  
FROM 1ST CAF 240955A

TO 1 T TAC. AF

CR---BT

NR 217/3-B/CAF

24 NOV 1944  
71/2 42

AIRCRAFT AND COMBAT CREW STATUS REPORT 23 NOVEMBER 1700 HOURS  
FORM 110

UNIT 2-33 TAC-R SQUADRON- AIRCRAFT A SPITFIRES B-9 C-6

PILOTES B-25 C-16

UNIT 7-33///

UNIT 339 WING AIRCRAFT A SPITFIRES B-47 C-35

PILOTES B-55 C-72

UNIT 4TH FRENCH GROUP AIRCRAFT A P.47 B-96 C-66

PILOTES B-154 C-131

UNIT 31TH GROUP BOMBER AIRCRAFT A B.26 B-45 C-33

PILOTES B-46 C-35

UNIT 34TH GROUP BOMBER AIRCRAFT A B-17 B-45 C-36

PILOTES B-46 C-34

SIGNED GERARDOT

BT 240955A BJ K

MM FL

KKK

AAT RD.....240955A EL AR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Te: AG  
file CER.

AMT V LINT AR 3 02 OF CONFIDENTIAL

T AAT

11/236

24 152

CDI LINT

TO: CD 1ST TACTICAL AIR FORCE (PROV), ATTN AC OF 3, A-2000 BY TELETYPE

TR CCY

BT

2-443 WHICH PART 1 COVERING NIGHT 23/24 NOVEMBER.

BEAUFORTS 415 MIN/// NIGHT FIGHTER SQUADRON. FLEW NO MISSILES  
DUE WEATHER.

SAVILLE

BT

SENT AT 240052A

JI R

AAT RD.....240052A EL AR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2-P-1

*M/c 47*

RALPH E. FISHER, COL, GSO

SECRET

OF

9 DECEMBER 1245

03, FIRST PHASE AIR JOINT  
03, XII TACTICAL AIR COMMAND

E 7302

APPROX OF BOTH US AND FRE IN THE AIR TO BE DONE IN THE AIR. IT IS  
IT IS ADVISED THAT THE FRE IN THE AIR TO BE DONE IN THE AIR. IT IS  
NOTED THAT THE FRE IN THE AIR TO BE DONE IN THE AIR. IT IS  
WAS NOT RECOMMENDED TO BE DONE IN THE AIR. IT IS  
NOTED THAT THE FRE IN THE AIR TO BE DONE IN THE AIR. IT IS

NOTE

DISTRIBUTION:

D/O OPS ✓  
COMBAT OPS

19 81 003 9 333

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

# INCOMING MESSAGE

## 1ST TAC AF PROV

W/O 143/80

From: 12TH TAC AIR COMMAND ADV

To : 1ST TAC AF PROV

Dated: FEB 20174CA

Rec'd: FEB 201834A

Ref No. F 756 A

Precedence OP

Security SECRET

### TEXT OF MESSAGE EDITED AND/OR PARAPHRASED

TO: CC 1ST TACAF

FROM: CO, 12TH TAC AIR COMMAND ADV

SIGN'D BARCUS

CITE F 756 A

SECRET

2 F-51 OF 504 SQUADRON, 399 GROUP, 8TH AIR FORCE STRAFED IN VICINITY OF R113117 ON 24 FEBRUARY 45. 1 AIRCRAFT WAS EITHER SHOT DOWN OR CRASHED AT R082113 AND THE OTHER ~~REMAINED~~ CONTINUED ON COURSE. THE PILOT, CAPTAIN ARLEN KELLER #648884, BAILLED AND IS SAFE. HE WILL BE EVACUATED FROM THE AREA THROUGH NORMAL CHANNELS. THIS STRAFING INCIDENT CAUSED NO DAMAGE BUT CAN BECOME SERIOUS. SUGGEST SOMETHING BE DONE TO COORDINATE TACTICAL SUPPORT WITH CURRENT FRONT LINE POSITIONS.

NOTE: THIS MAKING OF TRACT COPY OF THIS MESSAGE IS FORBIDDEN.

FILE

ACTION, D/C OF OPMS \_\_\_\_\_

INFO, A-3 \_\_\_\_\_

INFO, A-2 \_\_\_\_\_

INFO, AG & RCDS \_\_\_\_\_

SECRET

Wmm

24K

B

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

To: AG file ccyk

(1) [illegible]  
(2) [illegible]  
(3) [illegible]  
(4) [illegible]  
(5) [illegible]  
(6) [illegible]  
(7) [illegible]  
(8) [illegible]  
(9) [illegible]  
(10) [illegible]  
(11) [illegible]  
(12) [illegible]  
(13) [illegible]  
(14) [illegible]  
(15) [illegible]  
(16) [illegible]  
(17) [illegible]  
(18) [illegible]  
(19) [illegible]  
(20) [illegible]  
(21) [illegible]  
(22) [illegible]  
(23) [illegible]  
(24) [illegible]  
(25) [illegible]  
(26) [illegible]  
(27) [illegible]  
(28) [illegible]  
(29) [illegible]  
(30) [illegible]  
(31) [illegible]  
(32) [illegible]  
(33) [illegible]  
(34) [illegible]  
(35) [illegible]  
(36) [illegible]  
(37) [illegible]  
(38) [illegible]  
(39) [illegible]  
(40) [illegible]  
(41) [illegible]  
(42) [illegible]  
(43) [illegible]  
(44) [illegible]  
(45) [illegible]  
(46) [illegible]  
(47) [illegible]  
(48) [illegible]  
(49) [illegible]  
(50) [illegible]  
(51) [illegible]  
(52) [illegible]  
(53) [illegible]  
(54) [illegible]  
(55) [illegible]  
(56) [illegible]  
(57) [illegible]  
(58) [illegible]  
(59) [illegible]  
(60) [illegible]  
(61) [illegible]  
(62) [illegible]  
(63) [illegible]  
(64) [illegible]  
(65) [illegible]  
(66) [illegible]  
(67) [illegible]  
(68) [illegible]  
(69) [illegible]  
(70) [illegible]  
(71) [illegible]  
(72) [illegible]  
(73) [illegible]  
(74) [illegible]  
(75) [illegible]  
(76) [illegible]  
(77) [illegible]  
(78) [illegible]  
(79) [illegible]  
(80) [illegible]  
(81) [illegible]  
(82) [illegible]  
(83) [illegible]  
(84) [illegible]  
(85) [illegible]  
(86) [illegible]  
(87) [illegible]  
(88) [illegible]  
(89) [illegible]  
(90) [illegible]  
(91) [illegible]  
(92) [illegible]  
(93) [illegible]  
(94) [illegible]  
(95) [illegible]  
(96) [illegible]  
(97) [illegible]  
(98) [illegible]  
(99) [illegible]  
(100) [illegible]

THIS PAGE IS UNCLASSIFIED

1. The first part of the document is a list of names and addresses of the members of the committee. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

Name	Address
Mr. J. H. Smith	123 Main Street, New York, N. Y.
Mr. J. D. Jones	456 Elm Street, New York, N. Y.
Mr. W. E. Brown	789 Oak Street, New York, N. Y.
Mr. R. L. Green	101 Pine Street, New York, N. Y.
Mr. S. K. White	202 Cedar Street, New York, N. Y.
Mr. T. M. Black	303 Birch Street, New York, N. Y.
Mr. U. N. Gray	404 Spruce Street, New York, N. Y.
Mr. V. P. Hall	505 Ash Street, New York, N. Y.
Mr. W. Q. King	606 Hickory Street, New York, N. Y.
Mr. X. R. Lee	707 Maple Street, New York, N. Y.
Mr. Y. S. Clark	808 Poplar Street, New York, N. Y.
Mr. Z. T. Evans	909 Willow Street, New York, N. Y.

2. The second part of the document is a report on the work of the committee during the year 1945. The report is divided into three main sections: (a) a summary of the work of the committee, (b) a list of the recommendations of the committee, and (c) a list of the actions taken by the committee. The summary of the work of the committee is as follows:

The committee was organized on January 1, 1945, and has since that time been engaged in a study of the problems of the American people. The committee has held numerous public hearings and has received many suggestions from the public. The committee has also conducted extensive research into the various problems of the American people. The results of this research are set forth in the following recommendations:

1. The committee recommends that the government should take steps to improve the economic conditions of the American people.
2. The committee recommends that the government should take steps to improve the educational conditions of the American people.
3. The committee recommends that the government should take steps to improve the social conditions of the American people.
4. The committee recommends that the government should take steps to improve the health conditions of the American people.
5. The committee recommends that the government should take steps to improve the housing conditions of the American people.
6. The committee recommends that the government should take steps to improve the transportation conditions of the American people.
7. The committee recommends that the government should take steps to improve the communication conditions of the American people.
8. The committee recommends that the government should take steps to improve the cultural conditions of the American people.
9. The committee recommends that the government should take steps to improve the recreational conditions of the American people.
10. The committee recommends that the government should take steps to improve the environmental conditions of the American people.

The committee has also taken the following actions:

1. The committee has held public hearings on the various problems of the American people.
2. The committee has received many suggestions from the public.
3. The committee has conducted extensive research into the various problems of the American people.
4. The committee has prepared this report on the work of the committee during the year 1945.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
C  
E  
I  
S  
I  
S  
I  
S

To: AG file xER

54

2r Nov 1944

NOV 26 1944 09 33

NOV 26 1944



THIS PAGE IS UNCLASSIFIED

To: AG file  
OER

AAT PEGY V LGHT MRS 59-60 URGENT C D C

T

AAT T 1ST T.A.F. (INFO) OP

PEGY T 1ST C.A.F. (INFO) OP

FROM: LGHT 031610A

TO : 42 BOMB WING (FOR ACTION)

INFO: 1ST TAC AIR FORCE (PROV), 64 WING, 1ST CAF.

4 Dec 1944

FROM: LGHT 031610A

TO : 42 BOMB WING (FOR ACTION)

INFO: 1ST TAC AIR FORCE (PROV), 64 WING, 1ST CAF.

E-16-A. DIRECTIVE FOR DECEMBER FOUR PD

PART ONE PD MEDIUM BOMBER MISSIONS PD

PAREN ONE PAREN PD ATTACK THE RASTATT RAIL BRIDGE AT ROGER

THREE FIVE ONE TWO EIGHT EIGHT CMA PHOTO VICTOR TWO DASH TWO THREE CMA

AND THE NECKARGEMUND RAIL BRIDGE AT ROGER SEVEN SEVEN FIVE EIGHT EIGHT

SEVEN CMA PHOTO UNCLE THREE DASH TWO EIGHT PD

THIS PAGE IS UNCLASSIFIED

PAREN TWO PAREN PD ALTERNATE TARGETS IN ORDER OF PRIORITY ARE AS

FOLLOWS COLON RECKARELZ RAIL BRIDGE AT ROGER NINE EIGHT EIGHT EIGHT

TWO NINE PHOTO UNCLE THREE DASH TWO SEVEN CMA RASTATT MIKE SLANT YOKE CMA

OFFENBURG MIKE SLANT YOKE CMA SUPPLY DUMP AT ROGER FOUR ONE TWO FOUR

EIGHT TWO PHOTO VICTOR TWO DASH THREE TWO PD

PAREN THREE PAREN PD SIZE OF FORCE AND COMB LOAD TO BE DETERMINED

BY YOUR HEADQUARTERS PD CLOSE ESCORT FOR MISSIONS WILL BE PROVIDED BY  
SIX FOUR WING PD CHANNEL CHARLIE WILL BE USED ON THE MISSIONS BY PD YIP  
3493, 13, 534 194 3-1

PD HAVE ONE MISSION RENDEVOUS IN THE DIJON DASH DOLE AREA CMA AND ONE

IN THE NANCY AREA PD FIGHTER CALLSIGNS TO FOLLOW PD T.O.O. 03/1610A.

SAVILLE

WORD WHERE IT RAN OPEN IS FIGHTERS INI FIGHTERS  
BOTH FIGHTERS AND BOMBERS CMA ETC

VZ K

RPT FROM MISSIONS BY " TO " PD HAVE ONE MISSION KK  
MISSIONS BY BOTH FIGHTERS AND BOMBERS CMA AND BAGGAGE WILL BE THE  
CONTROL CENTER FOR EACH PD HAVE ONE MISSION RENDEVOUS IN THE DIJON DASH  
DOLE AREA CMA DIV// AND ONE IN THE NANCY AREA PD FIGHTER CALLSIGNS  
TO FOLLOW PD T.O.O. 1// 03/1610A

SAVILLE

BT

VZ K

AAT R .....03/1635A

JTZ KKK

PEGY R ..... I

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OF

SECRET

C. E. CRUMRINE  
Colonel, GSC  
Exec. for Ops.

22 November 1944

1431

COMMANDING GENERAL, FIRST FRENCH AIR CORPS.

481 AO

DESIRE YOU SUBMIT YOUR PLAN FOR THE EMPLOYMENT OF 31ST  
AND 34TH BOMBARDMENT GROUPS FOR SEVEN OPERATIONAL DAYS COMMENCING  
26 NOVEMBER. PLAN WILL INCLUDE FOLLOWING POINTS:  
AVERAGE NUMBER OF AIRPLANES PER MISSION, NUMBER OF MISSIONS PER DAY,  
LIST OF TARGETS AND ORDER OF PRIORITY. PLAN TO REACH THIS HEADQUARTERS  
NOT LATER THAN 1200 HOURS 25 NOVEMBER.

ENGINEERS ADVISE THAT RUNWAY AT LYON-BRON WILL BE COMPLETED  
6000 FEET ON 25 NOVEMBER, POWER LINES AND BUILDINGS WILL BE DOWN  
24 NOVEMBER. THIS SHOULD PERMIT THE OPERATION OF ALL TYPES B-26  
AIRCRAFT.

ROYCE

*WDC*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

URGENT XXXX

SECRET XXXXX

*R. E. Fisher for*  
RALPH E. FISHER, COL, GSC

27 NOVEMBER 1944.-----0200

CO, FIRST FRENCH AIR CORPS

E7216

AIRCRAFT OF 42D BOMB WING WILL ATTACK RAIL BRIDGE AT WV-885359 - BREISACH  
CMA AND PONTOON BRIDGE AT WV-881365 - BREISACH AT FIRST LIGHT 27 NOVEM-  
BER OR AS SOON THEREAFTER AS WEATHER PERMITS PD BOMBLINE TO BE FROM  
MARCKOLSHKIM SOUTH ALONG RHINE - RHONE CANAL TO A POINT OPPOSITE FESSEN-  
HEIM CMA THENCE TO THE RHINE UNTIL MISSION IS COMPLETED PD NOTIFY INTER-  
ESTED UNITS IN FIRST FRENCH ARMY OF THE SITUATION IMMEDIATELY PD

ROYCE

DISTRIBUTION:

D/C, OPS

Col Guarine

FR HQS.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

URGENT

SECRET

13 November 1944 1235

CG, First French Air Corps

E 7065

MAKE EVERY EFFORT TO GIVE AIR SUPPORT TO SIXTH ARMY GROUP DRIVE WHICH IS NOW ON. IF WEATHER PREVENTS AIR OPERATIONS IN PREVIOUSLY SCHEDULED AREAS, DEVOTE EFFORT TO AREAS WHEREVER WEATHER WILL PERMIT. HARRASING FIGHTER EFFORT ON GROUND TARGETS OF OPPORTUNITY ALONG RHINE VALLEY OFFERS POSSIBILITIES WHEN CEILING ARE GENERALLY RESTRICTED ELSEWHERE.

ROYCE



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MESSAGE

FROM: COMMANDING GENERAL, 1ST TAC AF (PROV)

TO : COMMANDING GENERAL, XII TAC

SECRET

OPERATIONAL

PRIORITY

\_\_\_\_\_E

IN THE EVENT SHAEF APPROVES REQUEST OF THIS AIR FORCE TO BECOME OPERATIONAL 0001 HOURS 31 OCTOBER OR SOON THEREAFTER CMA IT WILL BE NECESSARY FOR US TO FURNISH SHAEF WITH OPSUMS AND INTENTIONS BY 2400 HOURS DAILY PD REQUEST YOU FURNISH THIS HEADQUARTERS CMA EFFECTIVE AT ONCE CMA DAILY OPSUMS COVERING PERIOD 1800 HOURS TO 1800 HOURS FOR YOUR UNITS AS WELL AS FRENCH UNITS TOGETHER WITH OPERATIONAL INTENTIONS OF THE ABOVE UNITS FOR THE SUCCEEDING DAY PD THESE REPORTS SHOULD BE DISPATCHED PROMPTLY AT TERMINATION OF DAYLIGHT OPERATIONS OR IN ANY EVENT SHOULD REACH HERE BY 2000 HOURS PD NIGHT AIR OPERATIONS SHOULD BE SUBMITTED SEPARATELY EACH MORNING END

----ROYCE----

RALPH E. FISHER,  
Colonel, Air Corps,  
Ass't. C/S, A-3

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

E-R/2

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

URGENT

SECRET

7 NOVEMBER 1944

COMMANDING GENERAL, XII TACTICAL AIR COMMAND PD

E7030

GIVE HIGH PRIORITY TO RECCE GROUPS TO LOCATE OIL FACILITIES AND FUEL DUMPS  
WITH AIMS OF ATTACKING AND DESTROYING SAME PD  
END

RMCE

CLEARED BY RADIO

071440

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

E-L/16

ROUTINE     XXX

CONFIDENTIAL     XX

8 NOV 44 (0950)

CC, XII TACTICAL AIR COMMAND: INFO IX AIR FORCE

E

EFFECTIVE THIS DATE AIRCRAFT ACCIDENT REPORTS YOUR COMMAND WILL BE SUBMITTED  
THIS HEADQUARTERS

ROYCE

CLEARED BY RADIO  
081147

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

3-L/8

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

ROUTINE X

SECRET X

1 NOVEMBER 1944

COMMANDING GENERAL, XII TACTICAL AIR COMMAND

E 5004

DESIRE REPORT AS TO ANTICIPATED DATE OF MOVEMENT OF 50th FIGHTER GROUP AND  
ESTIMATED DATE IT WILL BE OPERATIONAL AT NEW LOCATION PD

ROYCE

Encoded and sent by Teletype

011900A

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1er. CORPS AER. IEN. FRANCAIS

ETAT-MAJOR

3me. Bureau

COMPTE RENDU DE RECONNAISSANCE

TACTIQUE DE LA JOURNEE DU 24 NOVEMBRE 1944

N° 43 / 5/02/T.S.

**TRES SECRET**

Pas de mission à cause du mauvais temps

Le Capitaine MTRU  
Officier de Reconnaissance Tactique

*Cfu*

Destinataires:

- G1/ Cdt. Ier. C.A.F.
- TAG/AF
- 2me. Bureau
- 3me. Bureau
- Appel Africain
- Archives
- Courrier

COURRIER DEPART

25 NOV 1944

N° 2/TS/3

(88) Stat Sect.

Not desired by Stat Cont'l  
or A-2 or 3

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1er. CORPS AERIE FRANCAIS

ETAT-MAJOR

3ème. Bureau  
\*\*\*\*\*

N° 48/3/OP/T.S.  
CAB

REPORT OF TAG RECONNAISSANCE FOR  
NOVEMBER THE 24th.  
\*\*\*\*\*

No mission due to weather

Captain EMFRU  
TAG/R Officer

*Emfr*

Destinataires.

- XII° T.A.C.
- Archives.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

GEN. THATCHER

TOP

SECRET

SUPREMACY HEADQUARTERS.ALLIED EXHIBITIONARY FORCE (MAIN)AIR STAFFANALYSIS OF AIR OPERATIONS - PERIOD ENDING SUNSET 27th NOV.  
1944.NOV 671. EIGHTH AIR FORCE.

Total sorties: 1273 (530 bombers and 743 F/Fight. Bombers).

<u>TOWN.</u>	<u>Target.</u>	<u>A/C.</u>	<u>Tonnage</u>	<u>Results.</u>
OFFENBURG	M/Y	186/181 Wts. 700.1 G.P. 154/144 Lib. 142.1 I.F.		Unobserved.
RINGEN	M/Y	120/146	309.5 G.P.	Unobserved.

Targets of Opportunity.

5 Unidentified T.Os	3 F. rts	19.2 G.P.	Unobserved.
	7 Libs	3.5 I.F.	

498 Mustangs & Thunderbolts on sweeps in the HRENSWICK/STERNAL/  
LUNTERG Areas.

250 Fights re on escort to bomber missions.

Claims:	36-4-11 (Lib.) Fighters.	Losses:	2 bombers.
	4-1-1 (Gnd.)		17 fighter/ fighter bombers.

2. FIFTEENTH AIR FORCE.*no operations due to impossible route conditions*

(127)

3. R.A.F. BOMBER COMMAND.Night 26th/27th November.

Total sorties: 330.

<u>Town.</u>	<u>Target.</u>	<u>A/C.</u>	<u>Tonnage.</u>	<u>Results.</u>
MUNICH	City.	276	784.1	V. Good.
KARLSRUHE	City.	6 MOSQ.	5.5	Unob.
ERFURT	City.	7 MOSQ.	12.5	Unob.
COUNTERMEASURES.		32	-	Completed.
Claims				/Claims.

127

*[Faint handwritten notes]*

Clerico:            ill.                  Pages: 1 cont. missing.

Day After Tomorrow - 7-1, 7-1-0: 100

<u>TOWN.</u>	<u>Dist.</u>	<u>Age.</u>	<u>CONTRASE.</u>	<u>REG. CTS.</u>
BOLOME	171.	100/100	115.4 101. 2.7 111.	115.4 101. 2.7 111.

On June 11, 1964, the following items were received:

... 1911 3: 749.

[illegible]

\_\_\_\_\_

File # 88-1076

APPROVED FOR RELEASE BY NSA ON 08-16-2013  
AUTHORITY: E.O. 13526, 6 FR 7930, APRIL 26, 1991; E.O. 13526, 6 FR 7930, APRIL 26, 1991

Director: [redacted]      [redacted] - [redacted] - [redacted] - [redacted] - [redacted]  
 [redacted]      [redacted] - [redacted] - [redacted] - [redacted] - [redacted]

CLAIMS: 100 (- 10) (unit  
for ENGINEER, 10000)

Day 17th November. 75. Section: 75.

Sight r Ops.	28 1/2	Missed r Ops.	35 abortive due weather.
170/R	1 1/2		
Recess.	48 1/2		
Claims:	Nil.	Losses:	Nil.

/Ninth Air Force.



-3-

5. NINTH AIR FORCE.Night 26th/27th November.

- Total Sorties: 21.

Night Fighter & Intruder  
Patrols:21 sorties flew 3 missions in HOME VRG -  
RECONNAISSANCE - OPERATIONAL -  
SUPPORT areas.Claims: 2/A 4-1-1 (air)  
Fly.bombs. 1-0-0  
Locos. 12-1  
R.R.Cars 0-25  
Bridgs. 1-4

Losses: Nil.

Day 27th November.

- Total Sorties 218.

Support Missions 155/ 73 A/C

to the 1st, 8th and 194th Inf.  
Div. and the 19th Corps. 71.25  
tons of bombs plus 24 x 250 frags.  
Dropped in  
SIEGEN and ST. GOE. areas.  
Unsuccessful.

Recon Missions 40 A/C

Claims: 1/T 4-1  
Bridgs. 0-0  
Locos. 0-4  
R.R.Cars 16-17  
Car.tcs. 2-4

Losses: 1 A/C due flak.

6. FIRST TANK ARMY.Night 26th/27th November.

Total Sorties: 8

Offensive Patrols 5 A/C

Over forests from the RHINE VALLEY  
to BIELEFELD.Claims: Trains 1-3  
M/T 1-0  
R.R.Cars 2-157  
Barges 0-1

Losses: Nil.

Day 27th November.

Total Sorties: 144.

Close Support 116/88 A/C  
Armed Recon. 12 A/C  
Recons 16 A/CTo Army in STRASS VRG Area, and  
Total of 32.90 tons dropped.  
Unsuccessful.Claims: Tanks 3-0  
Pontoon Brig. 1-0  
Locos 1-0  
M/T 3-3  
Bridgs. 2-2  
R.R. Cars. 16-10  
R.R. Bridge. 1-0

Losses: Nil.

/ R.A.F. FIGHTER CMD.

THIS PAGE IS UNCLASSIFIED

-4-

7. R.A.F. FIGHTER COMMAND.

Night 26th/27th November - Total Sorties: 10

Defensive Patrols 6 ./C Unsuccessful.  
F.B.I.F. 4 ./C Unsuccessful.Claims: Nil. Losses: Nil.  
Day 27th November. - Total Sorties: 253

Offensive Patrols 4 ./C Areas in HOLLAND.

Escort to Bombers 231 ./C

S/Routes. 5 ./C

...S.R. 16 ./C

Claims: Nil. Losses: 2 Spitfires (collided  
safe).8. R.A.F. COASTAL COMMAND.

A-U Boat Patrols. The usual number of patrols were carried out in S.W. FINLAND, GULF OF SWEDEN and NORTH of SCOTLAND.

1 Liberator Night - U-boat at 2340 hours on the 26th Nov. between the FAROE ISLANDS and THE SCOTLAND. Contact was lost before attack was made.

Anti-Shipping Patrols: On the night 26/27th Nov. 1 Liberator in S.W. FINLAND report fires on an M/V of 3,500 tons, also on 1 M/V of 5,000 tons and on yet another M/V. 2 Liberator fighters attacked convoy off S.W. FINLAND with torpedoes. No results observed. 1 Liberator fighter attacked minelayer SOUTH of SWEDEN. No results observed.

Day 27th. Forces of Liberator fighters tracked two merchant vessels off the SWEDEN ISLANDS, both 1,000 tons. Forces of Liberator fighters attacked shipping in GULF OF SWEDEN, 1 Liberator vessel left on fire. 4 Liberator fighters. 1 M/V of 3,500 tons damaged and 1 M/V of 5,000 tons possibly sunk. 2 Liberator fighters and 1 Liberator fighter attacked shipping off the SWEDEN ISLANDS. Unobserved results.

Convoy escort. 2 convoys ran in air cover.

...S.R. 2 aircraft.

9. SUPPLY AND SPECIAL MISSIONS.

38 Group. No operations due to bad weather.

CATFISH.

9th T.O.C. 178 Dockets carried out 40.8 tons equipment.

46 Group. 70 Dockets and 4 Anscons operated on supply and evacuation missions.

10. GERMAN AIR FORCE ACTIVITY.

During the period more than 42 ME.109s were encountered by ./C of Eighth Air Force. 300 plus FW.190s and ME.109s between MUNSTER and STEINBUERGER LAKE resulted in claims of 24-C-9 (air). 42 plus ME.109s were seen in the STEINBUERGER LAKE area and claims are 2-C-1. 40-50 FW.190s were sighted in the same area but no combat resulted. 8 ME.109s were reported in SLEEFBURG area and 8 JU.88s S. of VECHT. but no contact was made. 10 U/I E./L dropped ME and AP on a point near STEINBUERGER (K.709942). There were no casualties but 1 vehicle was destroyed.

/ G...F...CTIVITY (CONTD)

-5-

10 SIXTH AIR FORCE ACTIVITY (CONTD.)

*by 2nd TAF night fighters*

At ROSSMOY and 11 LO two JU.37s were damaged. Claims of 2-1-1 are made by Ninth Air Force. No jet or Rocket aircraft are reported to have been seen.

FLYING BOATS, Have not operated since 0510 hrs. on the 20th November.

Claims and losses for the period were:

Claims:	96-5-14 (Air)	Losses:	4 bombers.
	4-0-1 (3rd).		21 fighters.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

20th November, 1944.

F.S.  
D.R.O. Ops Records.  
A-3 Division, S.M.F. (A.I.F.).

## FIRST U.S. T.A.F.

- 21st Nov: Bombers. 12 Parauders operated without results - due to weather.  
Fighters. 211 operated in close support of the 7th Army and made fighter sweeps in the battle area.
- 22nd Nov: Fighters gave close support to the 7th Army.
- 23rd Nov: There were no operations.
- 24th Nov: Bad weather prevented operations but 5 P-109's strafed our troops at SAURNE.
- 25th Nov: Most of the operations were in support of the 7th Army. The enemy reacted heavily for the first time in this area and of over 80 sighted 11 were destroyed for the loss of 9 of ours, two due to flak. At night 10 M/T and 4 locos were destroyed.
- 26th Nov: Close support to the Armies was given by 200 sorties for the loss of 3 aircraft. Claims against locos and rolling stock were heavy and 8 single engine e/a out of 20 e/s were destroyed on the ground near WUEHPHUEG. At night 5 aircraft crashed claiming 10 trains destroyed and 5 damaged, 1 M/T, 2 R.R.Cars and 1 further 100 damaged and 1 horse damaged.
- 27th Nov: Day operations consisted of 144 fighter and 1000 sorties. A pontoon and a railway bridge were destroyed. Close support to the Army was given.

SUMMARY. The force operated on 5 of the 7 days.

<u>ACTUALS.</u>	Bombers	12	Losses	-
	Fighters	250	"	12.
	" " "	11	"	-
	Locos	14	"	-
				Total Sorties. 327.
<u>CLAIMS.</u>	M/T	10.		
	Locos	17.		
	R.R.Cars	173.		
	Rail cuts	14.		
	Trucks	5.		
	M/T	91.		
	Barges	10.		
	Bridges	3.		
	Trains	10.		

NOTE. Sorties fell from 1000 to 327 for one day loss operations. The claims were generally very much less. The enemy Air Force appeared for the first time in this area.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OF

TOP SECRET

14/24  
*John Campbell Lt Col Sig.*  
BENJAMIN STEIN, COL:7 BC

24 APRIL 1945

0900

CG, FIRST TACAF AIR SERVICE COMMAND (PROV) ATTN: LT. COL. VOHLZ

J 387

THE FOLLOWING IS THE ANTICIPATED AXIS OF SIXTH ARMY GROUP AND FIRST  
TACAF ADVANCE COLON HEIDELBERG CMA HEIDELBERG CMA STUTTGART AND ULM PD  
THE FOLLOWING IS ANTICIPATED AXIS FOR SEVENTH ARMY AND TWELFTH TACTICAL  
AIR COMMAND COLON KITSINGEN CMA HALL CMA ALLEN AND AUGSBURG PD KNO  
WEBSTER

*File*  
*MC Campbell 0405*  
*containing [unclear]*  
*1 Destroyed [unclear]*

(214)

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TOPSECRET

Msg/Center No 158/15

15 April 1945

Ref: FWD 19226

FROM: SHAEF FWD

TO: FIRST TACAF PROV

1. Limit distribution of this message to absolute minimum.
2. On completion of current operations as directed in my FWD 18475 (SCAF 261), it is my intention further to divide, isolate, and destroy the enemy's remaining forces by thrusts on Salsburg and Lubeck.
3. Northern Group of Armies:
  - a. Will continue its thrust to the River Elbe, seize crossings over the Elbe, secure Hamburg, and advance on the general area Kiel-Lubeck, being responsible for its own flank protection east of the Elbe.
  - b. Will continue operations to clear western Holland, north east Holland, and the coastal belt and enemy naval bases and fortifications which threaten the approaches to Hamburg.
  - c. Will be prepared to conduct operations to liberate Denmark.
  - d. Decision on the opening of either the port of Bremen or the port of Hamburg or both of these ports according to resources available will be based on their condition after capture. Subject to its condition being suitable, first priority will, however, be given to the opening of the port of Hamburg. (See par. 7 below)
4. Central Group of Armies:
  - a. On completion of current operations, will be responsible within its zone for the defense of the general line -(Colon) Erx Gebirge - River Muldx - River Elbe. Present bridgeheads over the Elbe will be secured but offensive operations beyond the elbe will be undertaken only on lateral orders.
  - b. Will launch a powerful thrust to join hands with the Russians in the Danube Valley and seize Safu Urg.
5. Southern Group of Armies:
  - a. Will protect the southern(right) flank of Central Group of Armies and occupy Western Austria and that part of Germany within its zone of advance. The 13th Airborne Division will be available to the Southern Group of Armies.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

7. Naval and Air Forces will cooperate in the operations of the ground forces and will conduct operations with a view to the reduction or neutralization of the defenses of West Holland and the approaches to the ports of Amersfoort and Breda in order to facilitate the early opening of one or both of these ports.

8. Boundaries.: Subject to the adjustment in detail agreement between Army Group Commanders, Commanding General, Central Group of Armies, will forthwith notify this Headquarters and Northern and Southern Groups of Armies estimated date when he can carry out the necessary details to make these boundaries effective. Effective date and hour to be announced later.

a. Between Southern and Central Groups of Armies: Present boundary to Celle, thence, a. Inclusive to Northern Group of Armies, Ulzen - Leunau - Lüneburg - Alton.

b. Between Central and Southern Groups of Armies: Present boundary to River Rhine thence all to Central Group of Armies, Bornst, Lüneburg, Ansbach, Freising, Dorfen, Rosenheim.

9. Separate instructions will be issued relative SHAEF reserve.

10. For Combined Chiefs of Staff and British Chiefs of Staff, this is SCAP 201.

11. Acknowledge.

5102 10 08

Ref.: FWD 19286

SCAF 261

Directive, Eisenhower to Principal Subordinate Ground, Naval and Air Commanders, 15 April 1945

1. Limit distribution of this message to absolute minimum.
2. On completion of current operations as directed in my FWD 1347 (SCAF 261), it is my intention further to divide, isolate, and destroy the enemy's remaining forces by thrusts on Salsburg and Lubeck.
3. Northern Group of Armies:
  - a. Will continue its thrust to the River Elbe, seize crossings over the Elbe, secure Hamburg, and advance on the general area Kiel-Lubeck, being responsible for its own flank protection east of the Elbe.
  - b. Will continue operations to clear western Holland, north east Holland, and the coastal belt and enemy naval bases and fortifications which threaten the approaches to Hamburg.
  - c. Will be prepared to conduct operations to liberate Antwerp.
  - d. Decision on the opening of either the port of Bremen or the port of Hamburg or both of these ports according to resources available will be based on their condition after capture. Subject to its condition being suitable, first priority will, however, be given to the opening of the port of Hamburg. (See par. 7 above).
4. Central Group of Armies:
  - a. On completion of current operations, will be responsible within its zone for the defense of the general line - Erz Gebirge - River Mulde - River Elbe. Present bridgeheads over the Elbe will be secured but offensive operations beyond the Elbe will be undertaken only on later orders.
  - b. Will launch a powerful thrust to join hands with the Russians in the Danube Valley and seize Safu Urg.
5. Southern Group of Armies:
  - a. Will protect the southern (right) flank of Central Group of Armies and occupy western Austria and that part of Germany within its zone of advance. The 13th Airborne Division will be available to the Southern Group of Armies.
  - b. First Allied Airborne Army in conjunction with the Allied Air Forces will be prepared to execute a one-division airborne assault to assist Southern Group of Armies.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TOPSECRET

6. First Allied Airborne Army in conjunction with the Allied Air Forces will be prepared to execute a one-division airborne assault to assist Southern Group of Armies.

7. Naval and air forces will cooperate in the operations of the ground forces and will conduct operations with a view to the reduction or neutralization of the defenses west Holland and the approaches to the ports of Hamburg and Bremen in order to facilitate the early opening of one or both of these ports.

8. Boundaries: Subject to the adjustment in detail agreement between Army Group commanding, Commanding General, Central Group of Armies will forthwith notify this headquarters and Northern and Southern Groups of Armies estimated date when he can carry out the necessary reliefs to make these boundaries effective. Effective date and hour will be announced later.

a. Between Southern and Central Groups of Armies: Present boundary to Celle thence, all inclusive to Northern Group of Armies, Ulfen - Neuhaus - Ludwigslust - Plau.

b. Between Central and Southern Groups of Armies: Present boundary to River Rhine thence all to Central Group of Armies - Darmstadt, Wurzburg, Ansbach, Freising, Dorfen, Rosenheim.

9. Separate instructions will be issued relative SHAEF reserve.

10. For Combined Chiefs of Staff and British Chiefs of Staff This is SCAF 281.

11. Acknowledge.

EISENHOWER

TOPSECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

LUDEROWSKI / 115

**INCOMING MESSAGE**

Msg/Center No 158/15

**URGENT**

*15 April 1945*

From: SHAEF FORWARD

151500Z APRIL  
Time OF Origin

Ref: FWD 19226

To: 1ST TACAF PROV

152054Z APRIL  
Rec'D Message Center

Precedence: URGENT

Security: TOP SECRET

THE MAKING OF AN EXACT COPY  
OF THIS MESSAGE IS FORBIDDEN

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TO FOR ACTION CINC EXFOR CMA

CHARLIE GEORGE TWELFTH ARMY GROUP CMA

CHARLIE GEORGE SIXTH ARMY GROUP CMA

CHARLIE GEORGE FOX ABLE ABLE ABLE CMA

ANCXF CMA

ABLE OBOE CHARLIE DASH IN DASH CHARLIE SECOND TAF RPT-TAE CMA

CHARLIE GEORGE NINTH AIR FORCE CMA

CHARLIE GEORGE FIRST TACAF RPT-TACAF CMA

TO FOR INFORMATION AGWAR FOR CCOS RPT-CCOS-CMA

AMSSO FOR BCOS CMA

CHARLIE GEORGE USSTAF CMA

30-A

**URGENT**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CG COM XONE CMA

SHAFF MAIN

REF NUMBER FOXWILLIAM DOG ONE NINE TWO TWO SIX

FROM SHAFF FORWARD SIGN<sup>D</sup> EISENHOWER

DELIVER<sup>E</sup>Y ONLY TO ADDRESSEE<sup>R</sup> OR HIS APPOINTED REPRESENTATIVE PD

PARA ONE PD LIMIT<sup>T</sup> DISTRIBUTION OF THIS MESSAGE TO ABSOLUTE MINIMUM PD

PARA TWO PD ON COMPLETION OF CURRENT OPERATIONS<sup>S</sup> AS DIRECTED IN MY FOX  
WILLIAM DOG ONE EIGHT FOUR SEVEN FIVE PAREN SCAF TWO SIX ON<sup>E</sup> UXPAREN CMA

IT IS MY INTENTION<sup>N</sup> FURTHER<sup>E</sup> TO DIVIDE CMA ISOLATE AND DESTROY THE ENEMYS  
REMAINING FORCES BY THRUSTS ON SALZBURG<sup>S</sup> AND LUBECK PD

PARA THREE PD NORTHERN GROUP OF ARMIES C<sup>O</sup>ELON

SUB PARA ABLE PD WILL CONTINUE ITS THRUST TO THE RIVER ELBE<sup>S</sup> MA  
SEIZE CROSSINGS OVER THE ELBE CMA SECURE HAMBURG AND ADVANCE ON THE  
GENERAL AREA KIEL DASH LUBECK BEING RESPONSIBLE FOR ITS OWN FLANK<sup>N</sup>  
PROTECTION<sup>O</sup> EAST OF THE ELBE PD

SUB PARA BAKER PD WILL CONTINUE OPERATIONS TO CLEAR WESTERN HOLLAND

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CMA NORTH EAST HOLLAND AND THE COASTING<sup>AL</sup> BELT AND ENEMY NAVAL BASES AND  
FORTIFICATION S ~~RPT FORTIFICATIONS~~ WHICH <sup>T</sup>THREATEN THE APPROACHES TO  
HAMBURG PD

SUB PARA CHARLIE PD WILL<sup>4</sup> BE PREPARED TO CONDUCT OPERATIONS TO LIBERATE  
DENMARK PD

SUB PARA DOC PA DECISION ON THE OPENING<sup>OF</sup> ~~PG~~ EITHER THE PORT OF  
BREMEN<sup>OR</sup> THE PORT OF HAMBURG OR BOTH OF THESE PORTS ACCORDING TO  
RESOURCES AVAILA<sup>4</sup>BLE WILL BE BASED ON THEIR<sup>1</sup> CONDITION AFTER CAPTURE PD  
SUBJECT TO ITS CONDITION BEING SUITABLE CMA FIRST PRIORITY WILL CMA  
HOWEVER CMA BE GIVEN TO THE OPENING OF THE PORT OF HAMBURG PD  
PAREN SEE PARAGRAPH SEVEN FOLLOWING UNPAREN PD

PARA FOUR PD CENTRAL <sup>GR</sup>GROUP OF ARMIES CMA ON COMPLETION OF CURRENT  
OPERATIONS<sup>IONS</sup> COLON DASH

SUB PARA ABLE PD WILL BE RESPONSIBLE WITHIN ITS <sup>2</sup>ZONE FOR THE <sup>E OF</sup>ENSE  
OF THE GENERAL LINE <sup>9</sup>COLON ERX GEBIRGE ~~RPT ERX GEBIRGE~~ DASH RIVER MULDX

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

4

DASH RIVER ELBE PD PRESENT BRIDGEHEADS OVER THE ELBE WILL BE SECURED BUT  
OFFENSIVE OPERATIONS BEYOND THE ELBE WILL BE UNDERTAKEN ONLY ON LATER ORDERS

SUB PARA BAKER PD WILL LAUNCH A POWERFUL THRUST TO JOIN HANDS WITH THE  
RUSSIANS IN THE DANUBE VALLEY AND SEIZE SAFU URG PD

PARA FIVE PD SOUTHERN GROUP OF ARMIES COLON

SUB <sup>REC</sup> PABLE PD WILL PROTECT THE SOUTHERN PAREN RIGHT UNPAREN  
FLANK OF CENTRAL GROUP OF ARMIES AND OCCUPY WESTERN AUSTRIA AND THAT PART  
OF GERMANY WITHIN ITS <sup>15.00</sup> ZONE OF ADVANCE PD THE THIRTEENTH AIRBORNE DIV<sup>SA</sup>  
<sup>WKL</sup> BE AVAILABLE TO <sup>U H</sup> SOUTHERN GROUP OF ARMIES PD

PARA <sup>SI</sup> ~~NOX~~ PD FIRST ALLIED <sup>15.00</sup> AEXP RTE ARMY IN CONJUNCTION WITH THE  
ALLIED AIR FORCES WILL BE PREPARED TO EXECUTE A ONE DASH DIVISION AIRBORNE  
ASSAULT TO ASSIST SOUTHERN GROUP OF ARMIES PD

PARA SEVEN PD <sup>E L</sup> ~~AL~~ <sup>E N</sup> ~~IT~~ NAVAL AND AIR FORCES WILL COOPERATE IN THE  
OPERATIONS OF THE GROUND FORCES AND WILL CONDUCT OPERATIONS WITH A VIEW  
~~XXXXRPT~~ TO THE REDUCTION OR NEUTRALIZATION OF THE DEFENSES OF WEST

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HOLLAND AND THE APPROACHES TO THE PORTS OF HAMBURG AND BREMEN IN ORDER TO FACILITATE THE EARLY<sup>RLY</sup> OPENING OF ONE OR BOTH OF THESE PORTS PD

<sup>PAR</sup> A EIGHT PD BOUNDARIES COLON SUBJECT<sup>TH</sup> E ADJUSTMENT IN DETAIL<sup>25</sup> AGREEMENT BETWEEN ARMY GROUP COMMANDING CMA COMMANDING GENERAL CENTRAL GROUP OF ARMIES WILL FORTHWITH NOTIFY THIS HEADQUARTERS AND NORTHERN AND SOUTHERN GROUPS OF ARMIES ESTIMATED DATE WHEN HE CAN CARRY OUT THE NECESSARY RELIEFS TO MAKE THESE BOUNDARIES EFFECTIVE PD EFFECTIVE DATE AND HOUR WILL BE ANNOUNCED LATER PD

SUB PARA ABE PD BETWEEN<sup>SOUT</sup>HERN AND CENTRAL GROUPS OF ARMIES COLON PRESENT BOUNDARY TO<sup>O</sup> CELLE THENCE CMA ALL INCLUSIVE TO NORTHERN GROUP OF ARMIES CMA ULXEN DASH NEUHAUS DASH LUDWIGSLUST DASH PLAU PD

SUB PARA BAKER PD BETWEEN<sup>CE</sup>NTRAL AND SOUTHERN GROUPS OF ARMIES COLON PRESENT BOUNDARY TO RIVER RHINE THENCE ALL TO CENTRAL GROUP OF ARMIES DASH DARMSTADT CMA WURXBURG CMA ANSBACH CMA ~~FEXXXXPT~~ FREISING CMA DORFEN CMA ROSENHEIM PD

PARA NINE PD SEPARATE INSTRUCTIONS WILL BE ISSUED RELATIVE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

6

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SHAFF RESERV<sup>E</sup> PD

PARA TEN PD FOR COMBINED CHIEFS OF STAFF AND BRITISH CHIEFS OF STAFF

THIS IS SCAF TWO EIGHT O<sup>N</sup> PD PARA ELEVEN PD ACKNOWLEDGE

TCN 210717

URGENT

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
C  
E  
I  
S

CONSOLIDATED OPSUM

SECRET

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
9AF	Night 30/1			
	1	1	Black Widow controlled AACHEN area. (K34)	No incident
	Day Dec 1			
	300	124	Bombers over SAARLUTHER area (272) (area I, H, K, F, G-H) 149 A/C aborted due to mechanical trouble. 190.11 tons of bombs dropped.	N.R.O.
	473	473	Fighters gave support to ground forces and also D/B DUISBURG, H. EDEN area. A/R in JOCHIM, RAAL, SAARBRUCKEN, HOMBURG, LANDAU areas. Fighter Ops in battle area. 277 226	D/A 1 K/T 11 Tanks 8 Locos 6 R.R. Cars 11 Guns 1 Bridges 2 H.D.V. 28 R Cuts 7
RAF	Night 30/1			
	636	636	DUISBURG A-31 HAMBURG 3-55 HALLERDOEF C-89 2423.5 tons of bombs dropped. NO OPERATIONS	Good Good N.R.O.
RAF	Day Dec 1			
RAF			NO OPERATIONS	

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

CONSOLIDATED OPSUM

Nov DEC  
Period: 301300 To: 01300

SECRET

TARGETS	RESULTS	A/C Enc't'd	Claims	For
led AACHEN area. (K24)	No incident	M11	M11	M11
AUTUMN area (8 72)	M.R.O.	M11	M11	M11
G-H) 149 A/C aborted due to mechanical ions of bombs dropped.		M11	M11	5
ort to ground forces and also D/B area. A/E 12 JUELICH, BAAL, SAARBRUCKEN, reas. Fighter Ops in battle area.	E/A 4-0-0 M/T 41-0-0 Tanks 3-0-2 Locos 6-0-3 R.R. Cars 11-0-25 Guns 4-0-9 Bridges 2-0-5 H.L.V. 26-0-0 R Cuts 7			
bs dropped.	Good Good M.R.O.	M11 M11 M11	M11 M11 M11	M11 M11 3

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
21AF	Night 29/1			
	70	70	21AF area 2/0 Accce, Intruder Patrol, Offensive Patrol, Unit Slipping.	
	Day -oc 1			
	259	259	a/R in battle area-2nd Army, Immediate Support---H.I. 3544 area (K7) Prearranged Support, TAC/R and P/R. F/Ops in battle area, ASR.	CLAIMS: HDV-1 EXXOR
21AF	Night 29/30		<u>STRATEGIC AIR FORCE</u>	
	30	30	BOMBERS LIFE 2nd 201 plant, MICH west marshalling yd. IN SENCK marshalling yd. Targets of Opportunity.(3) 70.5 tons of bombs dropped.	N.R.O.
	Day 30		<u>FIGHTERS</u>	
	16	16	Tactical recon YUGOSLAVIA, escorted 2 P/R missions.	Weather prevented b
	Night 29/30		<u>TACTICAL AIR FORCE</u>	
	8	8	Bombers intruding GHEMI/VILLA FRANCA area Intruding central FO Valley.	CLAIMS: Locos R Cars Bombed one train w and strafed another

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C Enc't'd	Claims	Losses
ensive Patrol, Anti Shipping.		(in air)	1-1-0	1 (uncl.)
en (K87) R. F/Ops in battle area,	CLAIMS: HNV-1 <del>EXOM</del>	M11	M11	M11
reshelling wd. INSEBCK unity.(3)	I.R.O.	M11	M11	M11
ed 2 P/R missions.	West. or prevented bombing operations	M11	M11	Utb (1)
FRANCA area	CLAIMS: Locos 4-0-3 R Cars 0-0-7 Bombed one train with near misses and strafed another.			/

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	
	Dispatched	Attacking		
MAAF	MAY 30		BOMBERS	
U	37	37	B-29's scored hits in N/bridges at BATHA & BATHO MI KONGAR- MIA, east of BILMA.	
	250	250	F/Fighter bombers on road and rail traffic in Northern PO Valley.	Good  CL ILS: R-11 Guts H/T R/Cars
U				

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

TARGETS	RESULTS	A/C Enc't'd	Claims	Losses
an R/bridges at CHINA ... a road and rail traffic in Northern PD	Good  CL INS: Rail Cars 37 W/T 25-0-23 R/Cars 36-0-11	Nil	Nil	Nil

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

SECRET

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
RAF	43	27	<p>DOVER</p> <p>18 B-17's Attached R/A center at (1-15 ?)</p> <p>15 B-17's Attached R/A center at (1-14).</p> <p>3 B-17's Attached R/A center at (1-13) (A-1) / (1-12) (A-2)</p> <p>5 B-17's &amp; 1 B-24's attached for ops on 12/14/44</p>	<p>Dropped 1.5 tons.</p> <p>Dropped 338 tons.</p> <p>Dropped 25.3 tons.</p> <p>Dropped 24 tons.</p> <p>Claims by bombers in R A/C 2-1-1</p> <p>Losses: 11 Bombers, A/C &amp; 5 crew</p>
	57	5-1	<p>FLIGHTS</p> <p>Escort to heavy bombers.</p>	<p>Claims by fighters in R A/C 32-2-1</p> <p>Losses: 7 Fighters (5 of which 3)</p>
RAF	Night 1/2 December		<p>71 HARBOR city (A-14).</p> <p>6 HAMBURG steel works (C-89).</p> <p>4 HAMBURG (A-32)/DUISBURG (A-31) coking plant.</p> <p>26 Counter measures.</p>	<p>Dropped 84 tons. Good</p> <p>Dropped 10 tons. N.R.</p> <p>Dropped 7 tons. N.R.</p> <p>Claims: NIL</p> <p>Losses: NIL</p>
	127	107		
RAF	Day 2 December		<p>DORTMUND (A-72)/A-88 coking plant.</p>	<p>Dropped 485 tons. H.I.</p> <p>Claims: NIL</p> <p>Losses: NIL</p>
	93	92		

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

D

CONSOLIDATED OPSUM

**SECRET**

Period: 11300 To: 12100

RS	RESULTS	A/C Enc't'd	Claims	Loss
at BURLING (1-15 ?)	Dropped 10.5 tons. N.R.O.			
at AL (1-15).	Dropped 350 tons. N.R.O.			
at BLUMZ (A-50)/DETTEL (A-26)	Dropped 25.3 tons. Good			
car. etc. or o. ...	Dropped 21 tons. N.R.O. Claims by bombers in air: M A/C 2-1-1 Losses: 11 Bombers, 2 one engine A/C 2-1-1 cause unknown.	No Report	M A/C 2-1-1	11
ERS	Claims by fighters in air: M A/C 32-2- Losses: 7 fighters (cause unknown 5 of which believed safe).	No Report	M A/C 32-2-6	7
).	Dropped 34 tons. Good			
1) cooling plant.	Dropped 10 tons. N.R.O. Exp. Dropped 7 tons. N.R.O. Exp. Claims: NIL Losses: NIL	NIL	NIL	NIL
ent.	Dropped 485 tons. N.R.O. Claims: NIL Losses: NIL	NIL	NIL	

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

~~SECRET~~

Unit	Sorties		TARGETS	RES
	Dispatched	Attacking		
2 TAF	Night 1/2	December		
			Defensive patrols in the LEE (E-90), A/C (H-1) and 10 A/C (E-90) and 10 A/C (H-1) off Dutch coast.	Incident Claims: NIL Losses: NIL
	Day 2	December	Bombers	
	70	40	10 A/C (E-90) and 10 A/C (H-1) off Dutch coast.	Losses: 70 tons.
			Flamers	
	100	100	10 A/C (E-90) and 10 A/C (H-1) off Dutch coast. 10 A/C (E-90) and 10 A/C (H-1) off Dutch coast. 10 A/C (E-90) and 10 A/C (H-1) off Dutch coast. 20 A/C (H-1) water operations.	Claims: 10 tons M/T Loco R/R Cars Flying Losses: 1 Boston unknown
2 TAF	Night 1/2	December		
	10	10	Intruder and defensive patrols.	Claims: M/T 8 Locos 2 R/R Cars Barges 0
	Day 2	December	Bombers	Losses: 1 A/C ni
	100	100	33 Bostons attacked defended area SAARLANTERN (Q-72). 31 Bostons attacked defended area SAARLANTERN (Q-72).	50 tons, poor to 26.51 tons poor to



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

**SECRET**

Period: \_\_\_\_\_ To: \_\_\_\_\_

TARGETS	RESULTS	A/C Enc't'd	Claims	Losses
<p>VICT (M-90), A/C (M-91) and aircraft controls off Dutch coast.</p> <p>Bombers</p> <p>Gas &amp; supplies.</p> <p>Fighters</p> <p>WSTW (A-97) and crew.</p> <p>WSTW (A-97) crew.</p>	<p>0 incident</p> <p>Claims: 11</p> <p>Losses: 11</p> <p>Approx 7 tons. A.A.</p> <p>Claims: 1-1-2 1-1-1 1-1-1 R/R 1-1-1 1-1-1 1-1-1</p> <p>Losses: 1 Boston missile (cause unknown).</p>			
<p>role.</p> <p>area SA-REANTRY (Q-72).</p> <p>area SA-REANTRY (Q-72).</p>	<p>Claims: M/T 8-1-0 Locos 1-1-1 R/R Cars 1-1-1 Barges 1-1-2</p> <p>Losses: 1 A/C missing (cause unknown)</p> <p>50 tons, poor to excellent.</p> <p>26.51 tons poor to good.</p>			1

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

SECRET

Unit	Sorties		TARGETS	REMARKS
	Dispatched	Attacking		
C			31 bombers attacked rail yard at S.A. LAUTIER (-72).	65 tons destroyed
			32 bombers attacked rail yard at S.A. LAUTIER (-72).	25 tons destroyed
			27 bombers attacked rail yard at S.A. LAUTIER (-72).	11.5 tons fair
			23 bombers attacked rail yard at S.A. LAUTIER (-72).	10.7 tons fair
			19 bombers attacked rail yard at S.A. LAUTIER (-72).	29.5 tons fair
			25 bombers attacked rail yard at S.A. LAUTIER (-72).	4 tons good.
			Flotilla	
	10	52	Reconnaissance missions.	
	574	574	4/11 in ball, one, chest failed to explode on to round, troops, destroyed: attached ringer, 1/11 in chest failed to explode on to round, troops, destroyed: 207.4 tons, 4.32 tons, 69 tons, 11 tons, 4 tons, 11 tons.	
				Claims: 1 A/C
				Bridge
				Locos
				R/R 3rd
				Rail cut
				Trains
				Fuel dep
				Barges
				M/C
				Gun post

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS

SECRET

Period: \_\_\_\_\_ To: \_\_\_\_\_

RGTS	RESULTS	A/C Enc't'd	Claims	Losses
Refrigerator (1-72).	1.0 tons satisfactory.			
Refrigerator (1-72).	1.0 tons satisfactory.			
Refrigerator (1-72).	1.0 tons Fair to good.			
Refrigerator (1-72).	1.0 tons Fair.			
Refrigerator (1-72).	1.0 tons Fair.			
Refrigerator (1-72).	1.0 tons Fair.			

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

SECRET

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
C				Air controllers 0-0
				Search 0-0
				Refueling 3-0
				Losses: 0-1 1-0
O				Destroyer, 1

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P

CONSOLIDATED OPSUM

SECRET

Period: \_\_\_\_\_ To: \_\_\_\_\_

RGMTS	RESULTS	A/C	Claims	Lost
		Enc't'd		
	W.A. Collins 12-11			
	Wicks 12-12			
	Wicks 12-13			
	Losses: 12-14 12-15 12-16 12-17 12-18 12-19 12-20 12-21 12-22 12-23 12-24 12-25 12-26 12-27 12-28 12-29 12-30 12-31	Report	12	
	Wicks, 12-12			
	Wicks, 12-13			
	Wicks, 12-14			
	Wicks, 12-15			
	Wicks, 12-16			
	Wicks, 12-17			
	Wicks, 12-18			
	Wicks, 12-19			
	Wicks, 12-20			
	Wicks, 12-21			
	Wicks, 12-22			
	Wicks, 12-23			
	Wicks, 12-24			
	Wicks, 12-25			
	Wicks, 12-26			
	Wicks, 12-27			
	Wicks, 12-28			
	Wicks, 12-29			
	Wicks, 12-30			
	Wicks, 12-31			

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

SECRET

Unit	Sorties		TARGETS	
	Dispatched	Attacking		
9AF	Night 2/3			
	5	4	Black "idows on defensive patrol over front line areas to the RHINE.	No Incident
	Day 3			
	317	303	F/B on 22 missions of A/R on JUELICH (F-05), LESDORF (F-16) and rail cut. Support to 1st, 8th and 10th Inf. Divisions. 106.7 GP 5.6 tons of frags. Defensive patrol JUELICH (F-05) and ROERMOND (F-79 Holland) Photo and visual recon.	CLAIMS: M/T Flak towers Blgs RR cars Factories Trenches Obs. Post Locos Sheds Guns RR cuts
9AF	Night 1/2			
	51	51	BOMBERS Airbases, towers and road movements in P. Valley.	N.R.O.
	9	9	BOMBERS Intruding and patrolling. SPANISH P Marshalling yd.	CLAIMS: M/T
	3 Dec 100	100	BOMBERS Dropped a total of 187 tons on WINGA/FLORES oil refinery Dropped a total of 91 tons on various targets of opportunity.	N.R.O.
	40	40	FIGHTERS Escorted supply missions and photo recon and carried out	CLAIMS: E A/ JU 88 destroyed

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

**SECRET**

Period: 021300 To: 021400

TARGETS	RESULTS	A/C Enc't'd	Claims	Loc
patrol over front line areas to	No Incident	N11	N11	N11
on JUELICH (F-05), ELSBORN (F15) (Q39), strong points of DURAN (F-14) 1st, 8th and 10th Inf. Divisions. Rage. (F-05) and DIEMOND (X-79 Holland)	CLAIMS: M/T 0-3 Flak towers 0-1 Blgs 1-17 Ref. cars 1-1 Factories 1-1 Trenches 0-3 Obs. Post 0-1 Locs 0-0 Sheds 1-0 Guns 1-1 RA cuts 14	N11	N11	1 "Destroyed"
movements in PO Valley.	N.R.O.	N11	N11	N11
SHIPSHIP Marshalling YC.	CLAIMS: M/T 2-000	N11	N11	N11
on VIETNAM/FLORISDA oil refinery on various targets of opportunity.	N.R.O.	N11	N11	N11
and photo recon and carried out	CLAIMS: M A/C 1-0-1 JU 58 destroyed ME 262 damaged	N11	1-0-1	N11

THIS PAGE IS UNCLASSIFIED

**SECRET**

[illegible]



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

CONSOLIDATED OPSUM

**SECRET**

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C Enc't'd	Claims	Loss
ate in the R. (2-11) 2/11/11 (2-11/11) EU (2-11/11) 0 0 0 0	Good	Nil	Nil	Nil
0 GP HOLLAND. trols.	1. R. 1.	Nil	Nil	Nil
	Unventil	Nil	Nil	Nil
	Identified number of bar as , twins and M/T	Nil	Nil	1 Unventil
(B-45), HOLLAND (2-90), land) R. 11/11 (K79 Holland) HOLLAND (V-30 Holland) 11/11 K. 11/11, 11/11 of 11/11 and 21/11 (2-11/11)	CLAIMS: 2-11 2-11-1 M/T 1-1 Baras 1-1 Locas 7-23 TRG 11-11 M. cuts. 70	Nil		5 11/11 11/11/11.
and rail interdictio. in late support in 11/11 area. control and sweep.				
at 11/11/11 (2-11/11)	Fair			
at 11/11/11, 11/11/11 GP	Good Good			

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

~~SECRET~~

Unit	Sorties		TARGETS	
	Dispatched	Attacking		
RAF	10/11 2/3		BOMBERS:	
	10/11 3/6	10/11 3/6	Sortie at HAGL (A-70) with aid of bombers (20) 10/11/45 Mosquitos attacked GLENN (G-30) 7/1/45.	Monks well co
	10/11 3/4		Aborted	
	12	12	Mosquitos attacked steel works at HELLING.	Not yet report
	2/3	2/3	FIGHTERS	
	3	3	Mosquitos on offensive patrols against airfields and rail targets in western Germany.	Claims: Loc
			Defensive patrols....interception patrols.	
RAF	14/5	14/5	Sortie, attacked HAASCHMOSCH 22X250 3P Defensive patrols. Escort to bombers. Sea rescues. Weather recon. F/B interception. Air Sea rescue.	M.R.O.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

**SECRET**

Period: \_\_\_\_\_ To: \_\_\_\_\_

AGENTS	RESULTS	A/C Enc't'd	Claims	Losses
with aid of workers (12) 12 Stone (32) 7: 10: 12.	Bomb well concentrated.	111	111	1 unknown
at HOLLYWOOD.	Not yet reported.			
against airfields and rail	Claims: Lucas	111	111	2 unknown
ion patrols.				
22X250 3P	M.R. 1.	111	111	111

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	REMARKS
	Dispatched	Attacking		
107	107 107	107	No operations	
	107	107	F/A, and fighters conducted 42 missions, dropped 178.75 tons of bombs in support of ground troops, combat to Suk Air Base, A/B GLOUCESTER (A-1) FIVE (A-2) BOMBERS (A-3) THREE (A-4) AND EIGHT LANTERN (A-5) areas. Half onto in the GLOUCESTER area.	GLANCE: Same F/A cars Bombs Fuel Half onto
	11	11	A/B conducted reconnaissance	
111	111	111	<del>MISSION</del> <del>F/T G/F (A-1), THREE (A-2) FOUR (A-3) FIVE (A-4)</del> <del>F/T SIXTH (A-5) SEVENTH (A-6) EIGHTH (A-7) NINTH (A-8)</del> <del>WENT DOWN DURING 9/11 hours dropped.</del> <del>MISSION</del> <del>Went to heavy bombers</del>	N.A.S.  GLANCE: F/A C-11 Bombs by bomb Heavy anti-air of which 13 tons without
112	112 112	112	BOMBING (A-1) about 1000, 10 tons dropped.	Expended.
	112	112	CORROSION (A-1) SEVENTH AND EIGHT, WENT DOWN DURING 9/11 hours dropped.	N.A.S.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

Period: 09/000 To: 09/000

	RESULTS	A/C Enc't'd	Claims	Loss
Plane, dropped 178.35 (except, count to 5th by) 700 (2.54) 100000 area (2.54) area. 241	CLAIMS: Loss 6.0 1/1 area 75.0-7 Haps 75.0-7 Loss 3.1-1 1/1 15.0-15 241 area 20	241	241	37 unknown
area (2.11) 1000 (2.11) /area 000, 100000 dropped.	N.A.A.  CLAIMS: 2 a/c 6.0-11 by fighters on ground 100000 by tankers of which 75 be- lieved safe (case unknown) 27 Area of which 25 believed safe (case unknown) 20	241	241	241
area (2.11) 1000 (2.11) /area 000, 100000 dropped.	N.A.A.	No rep	6.0-11	76
area (2.11) 1000 (2.11) /area 000, 100000 dropped.	Reported 1.	241	241	241
area (2.11) 1000 (2.11) /area 000, 100000 dropped.	N.A.A.	241	241	2 unknown

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
RAF Night 1/2			No operations	
RAF 1/2			A/2 WING (A-26) WING (A-27) WING (A-28) AND W WING, immediate support. WING (A-29) Two wings of support in Germany, Luxembourg, fighter operations in Holland area.	CLASHES N/T Range Loss T/O T/O Ball onto
RAF Night 2/3				
65	11		Dropped leaflets and 13 tons of supplies in BRUNNEN.	Results completed
RAF 1				
201	201		VIEUX South east Coast depot. 25 tons dropped.	100
23	24		3 1/2 and 2 1/2 tons dropped a total of 12.5 tons of bombs on ILS industrial area, BRUNNEN N/T and various targets of opportunity. Also BRUNNEN N/T dropped to ILS and BRUNNEN, covered photo	100
130	130			
73	74		Dropped bombs between BRUNNEN and BRUNNEN and BRUNNEN and BRUNNEN. 25 tons dropped.	100 on and close 100 on N/T and 100 on
RAF 1/2				
201	201		Results continued Night and N/T throughout in Valley Luxembourg pointed	100 CLASHES N/T 2-2-2

THIS PAGE IS UNCLASSIFIED

Т  
Н  
—

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P  
A  
C

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
1st 3	215	215	<p>RAILS and rail bridge, probable hits on SARUM, 25 bridge in HUNGARY. bombed communications in Pa Valley and close support targets had hits on guns and occupied Wdgs.</p> <p><b>Sorties 17</b></p> <p>Searchlights and Wellingtons attacked rail siding in North Atlantic and Searchlights attacked rail and road traffic in Northwest Italy</p> <p>Shooting 2nd waves and human torpedoes search.</p> <p>2nd's attacked rail and road traffic in French/Italian and Rhine area.</p> <p><b>Sorties 17</b></p> <p>In continued operation with 1st 3 Searchlights attacked 3 gun batteries at HUNGARY VICTORY.</p> <p>Searchlights damaged the battery power house.</p> <p>Flights flew various, accurate and attacked no. 2 railroad in the HUNGARY area.</p>	<p>CLIQUE 2 cars Bridges Leads 2 cars H/T Barges</p> <p>9 1-2 1-2 15-2 3-2 2-2</p> <p>NO</p> <p>No Incident</p> <p>Distances allowed them up.</p> <p>CLIQUE H/T 3-2</p>



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C		
		Enc't'd	Claims	Locs
4th Mts on RPTN. 20 bridge between 2nd Valley and on gate and occupied bridge.	CLAIMS 2 mts Bridges Loss 1 mts M/T Bridges	201	212	212
4th Mts on RPTN. 20 bridge between 2nd Valley and on gate and occupied bridge.	NO	201	212	212
4th Mts on RPTN. 20 bridge between 2nd Valley and on gate and occupied bridge.	No Incident			
4th Mts on RPTN. 20 bridge between 2nd Valley and on gate and occupied bridge.	Attorney allowed and now keep them up.	201	212	212
4th Mts on RPTN. 20 bridge between 2nd Valley and on gate and occupied bridge.	CLAIMS M/T 201	201	212	212

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OP SUM

**SECRET**

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
207	100	100	<p>Black Widow's - destroyer missions to HONG, THAILAND, CHINA area.</p> <p>100 (1-10) fuel storage</p> <p>100 (1-10) highway junction.</p> <p>100 (1-10) isolated village.</p> <p>100 (1-10) targets of opportunity.</p> <p>Total Damage \$75.75</p>	<p>100</p> <p>100 to good</p> <p>100</p> <p>100</p>
207	100	100	<p>100 (1-10) fuel storage</p> <p>100 (1-10) highway junction.</p> <p>100 (1-10) isolated village.</p> <p>100 (1-10) targets of opportunity.</p> <p>Total Damage \$75.75</p>	<p>100</p> <p>100 to good</p> <p>100</p> <p>100</p>
207	100	100	<p>100 (1-10) fuel storage</p> <p>100 (1-10) highway junction.</p> <p>100 (1-10) isolated village.</p> <p>100 (1-10) targets of opportunity.</p> <p>Total Damage \$75.75</p>	<p>100</p> <p>100 to good</p> <p>100</p> <p>100</p>
207	100	100	<p>100 (1-10) fuel storage</p> <p>100 (1-10) highway junction.</p> <p>100 (1-10) isolated village.</p> <p>100 (1-10) targets of opportunity.</p> <p>Total Damage \$75.75</p>	<p>100</p> <p>100 to good</p> <p>100</p> <p>100</p>

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
P

**SECRET**

Period: 041200 To: 051300

RESULTS		A/C Enc't'd	Claims	Losses
1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612,				

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A

CONSOLIDATED OPSUM

Per

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
1. Base				
126	57		REMARKS: Mitchells and Mustangs on tilting area and area camps at HUBBARD (L-57) (45 Mitchells aborted due to weather, 96.5 tons F/Fighter Mustangs A/N in battle area. Immediate support, pre-arranged, Base and Fighter Ops.	Good  CLAIMS: N/A in air N/T Kills TDS EDV IN case
127	121	55	REMARKS: REMARKS (A-34) IN center (14th.) Mustangs (L-55) Targets of opportunity (Kerta) Mustangs (L-73) Unidentified targets of opportunity. (Kerta) Tonnage 235 GP 1 0 2	120 120 120 120
128	121	120	REMARKS: Mustangs and point factories 77.2 GP 12.2 23	120
129	121	120	REMARKS: Mustangs and also strafing.	CLAIMS: N/A in air N/A on ground Kills Oil case
130	121	120	REMARKS: Mustangs (L-34), (12th) Mustangs (L-55) IN center, Kerta (A-70)	

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C Enc't'd	Claims	Losses
<p>... area and some damage at ... due to weather.</p> <p>... part, pre-arranged, losses</p>	<p>Good</p> <p>CLAIMS: N/A in air 7-0-1 N/A 13-0-16 Losses 18-0-21 TND 37-0-95 NDV 4-0-1 IN case 19</p>	<p>Nil</p> <p>Nil</p>	<p>Nil</p> <p>Nil</p>	<p>Nil</p> <p>4 unknown</p>
<p>... (X-axis)</p> <p>... (X-axis)</p> <p>... 775.2 MP ... 18.2 IS</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>CLAIMS: N/A in air 91-7-23 N/A on ground 0-0-0 Losses 4-0-0 OIL case 78-0-0</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p>	<p>Nil</p> <p>Nil</p> <p>Nil</p> <p>Nil</p> <p> <i>P-51</i>            14 ...            (contact)            12 ...            (G-Flat)            1 unknown         </p>
<p>... (2.00) ... center, ...</p>				

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	REMARKS
	Dispatched	Attacking		
	<u>200</u>		WASH (2-04) HULLFIELD (2-58). Greater Marston. 3774 tons.	Good
	150	94	EDWARDS KAM IN CENTER. 405 tons.	100

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

TARGETS	RESULTS	A/C Enc't'd	Claims	Losses
VMS ( 2-58), Counter Missions, 375 tons.	Good	Nil	Nil	Nil unknown
25 tons.	Nil	Nil	Nil	Nil

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OP SUM

Unit	Sorties		TARGETS	REMARKS
	Dispatched	Attacking		
			<p>102/445 (D-1) / 103/446 (D-1) / 104/447 (D-1) / 105/448 (D-1) / 106/449 (D-1) / 107/450 (D-1) / 108/451 (D-1) / 109/452 (D-1) / 110/453 (D-1) / 111/454 (D-1) / 112/455 (D-1) / 113/456 (D-1) / 114/457 (D-1) / 115/458 (D-1) / 116/459 (D-1) / 117/460 (D-1) / 118/461 (D-1) / 119/462 (D-1) / 120/463 (D-1) / 121/464 (D-1) / 122/465 (D-1) / 123/466 (D-1) / 124/467 (D-1) / 125/468 (D-1) / 126/469 (D-1) / 127/470 (D-1) / 128/471 (D-1) / 129/472 (D-1) / 130/473 (D-1) / 131/474 (D-1) / 132/475 (D-1) / 133/476 (D-1) / 134/477 (D-1) / 135/478 (D-1) / 136/479 (D-1) / 137/480 (D-1) / 138/481 (D-1) / 139/482 (D-1) / 140/483 (D-1) / 141/484 (D-1) / 142/485 (D-1) / 143/486 (D-1) / 144/487 (D-1) / 145/488 (D-1) / 146/489 (D-1) / 147/490 (D-1) / 148/491 (D-1) / 149/492 (D-1) / 150/493 (D-1) / 151/494 (D-1) / 152/495 (D-1) / 153/496 (D-1) / 154/497 (D-1) / 155/498 (D-1) / 156/499 (D-1) / 157/500 (D-1) / 158/501 (D-1) / 159/502 (D-1) / 160/503 (D-1) / 161/504 (D-1) / 162/505 (D-1) / 163/506 (D-1) / 164/507 (D-1) / 165/508 (D-1) / 166/509 (D-1) / 167/510 (D-1) / 168/511 (D-1) / 169/512 (D-1) / 170/513 (D-1) / 171/514 (D-1) / 172/515 (D-1) / 173/516 (D-1) / 174/517 (D-1) / 175/518 (D-1) / 176/519 (D-1) / 177/520 (D-1) / 178/521 (D-1) / 179/522 (D-1) / 180/523 (D-1) / 181/524 (D-1) / 182/525 (D-1) / 183/526 (D-1) / 184/527 (D-1) / 185/528 (D-1) / 186/529 (D-1) / 187/530 (D-1) / 188/531 (D-1) / 189/532 (D-1) / 190/533 (D-1) / 191/534 (D-1) / 192/535 (D-1) / 193/536 (D-1) / 194/537 (D-1) / 195/538 (D-1) / 196/539 (D-1) / 197/540 (D-1) / 198/541 (D-1) / 199/542 (D-1) / 200/543 (D-1) / 201/544 (D-1) / 202/545 (D-1) / 203/546 (D-1) / 204/547 (D-1) / 205/548 (D-1) / 206/549 (D-1) / 207/550 (D-1) / 208/551 (D-1) / 209/552 (D-1) / 210/553 (D-1) / 211/554 (D-1) / 212/555 (D-1) / 213/556 (D-1) / 214/557 (D-1) / 215/558 (D-1) / 216/559 (D-1) / 217/560 (D-1) / 218/561 (D-1) / 219/562 (D-1) / 220/563 (D-1) / 221/564 (D-1) / 222/565 (D-1) / 223/566 (D-1) / 224/567 (D-1) / 225/568 (D-1) / 226/569 (D-1) / 227/570 (D-1) / 228/571 (D-1) / 229/572 (D-1) / 230/573 (D-1) / 231/574 (D-1) / 232/575 (D-1) / 233/576 (D-1) / 234/577 (D-1) / 235/578 (D-1) / 236/579 (D-1) / 237/580 (D-1) / 238/581 (D-1) / 239/582 (D-1) / 240/583 (D-1) / 241/584 (D-1) / 242/585 (D-1) / 243/586 (D-1) / 244/587 (D-1) / 245/588 (D-1) / 246/589 (D-1) / 247/590 (D-1) / 248/591 (D-1) / 249/592 (D-1) / 250/593 (D-1) / 251/594 (D-1) / 252/595 (D-1) / 253/596 (D-1) / 254/597 (D-1) / 255/598 (D-1) / 256/599 (D-1) / 257/600 (D-1) / 258/601 (D-1) / 259/602 (D-1) / 260/603 (D-1) / 261/604 (D-1) / 262/605 (D-1) / 263/606 (D-1) / 264/607 (D-1) / 265/608 (D-1) / 266/609 (D-1) / 267/610 (D-1) / 268/611 (D-1) / 269/612 (D-1) / 270/613 (D-1) / 271/614 (D-1) / 272/615 (D-1) / 273/616 (D-1) / 274/617 (D-1) / 275/618 (D-1) / 276/619 (D-1) / 277/620 (D-1) / 278/621 (D-1) / 279/622 (D-1) / 280/623 (D-1) / 281/624 (D-1) / 282/625 (D-1) / 283/626 (D-1) / 284/627 (D-1) / 285/628 (D-1) / 286/629 (D-1) / 287/630 (D-1) / 288/631 (D-1) / 289/632 (D-1) / 290/633 (D-1) / 291/634 (D-1) / 292/635 (D-1) / 293/636 (D-1) / 294/637 (D-1) / 295/638 (D-1) / 296/639 (D-1) / 297/640 (D-1) / 298/641 (D-1) / 299/642 (D-1) / 300/643 (D-1) / 301/644 (D-1) / 302/645 (D-1) / 303/646 (D-1) / 304/647 (D-1) / 305/648 (D-1) / 306/649 (D-1) / 307/650 (D-1) / 308/651 (D-1) / 309/652 (D-1) / 310/653 (D-1) / 311/654 (D-1) / 312/655 (D-1) / 313/656 (D-1) / 314/657 (D-1) / 315/658 (D-1) / 316/659 (D-1) / 317/660 (D-1) / 318/661 (D-1) / 319/662 (D-1) / 320/663 (D-1) / 321/664 (D-1) / 322/665 (D-1) / 323/666 (D-1) / 324/667 (D-1) / 325/668 (D-1) / 326/669 (D-1) / 327/670 (D-1) / 328/671 (D-1) / 329/672 (D-1) / 330/673 (D-1) / 331/674 (D-1) / 332/675 (D-1) / 333/676 (D-1) / 334/677 (D-1) / 335/678 (D-1) / 336/679 (D-1) / 337/680 (D-1) / 338/681 (D-1) / 339/682 (D-1) / 340/683 (D-1) / 341/684 (D-1) / 342/685 (D-1) / 343/686 (D-1) / 344/687 (D-1) / 345/688 (D-1) / 346/689 (D-1) / 347/690 (D-1) / 348/691 (D-1) / 349/692 (D-1) / 350/693 (D-1) / 351/694 (D-1) / 352/695 (D-1) / 353/696 (D-1) / 354/697 (D-1) / 355/698 (D-1) / 356/699 (D-1) / 357/700 (D-1) / 358/701 (D-1) / 359/702 (D-1) / 360/703 (D-1) / 361/704 (D-1) / 362/705 (D-1) / 363/706 (D-1) / 364/707 (D-1) / 365/708 (D-1) / 366/709 (D-1) / 367/710 (D-1) / 368/711 (D-1) / 369/712 (D-1) / 370/713 (D-1) / 371/714 (D-1) / 372/715 (D-1) / 373/716 (D-1) / 374/717 (D-1) / 375/718 (D-1) / 376/719 (D-1) / 377/720 (D-1) / 378/721 (D-1) / 379/722 (D-1) / 380/723 (D-1) / 381/724 (D-1) / 382/725 (D-1) / 383/726 (D-1) / 384/727 (D-1) / 385/728 (D-1) / 386/</p>	



THIS PAGE IS UNCLASSIFIED

**T  
H  
I  
S**

CONSOLIDATED OP SUM

Period: 1941 To: 1941

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

CONSOLIDATED OP SUM

Per

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C Enc't'd	Claims	Lo
Pres.	<p>1. 11</p> <p>2. 11</p>			
11.	<p>1. 11</p> <p>2. 11</p> <p>3. 11</p> <p>4. 11</p> <p>5. 11</p> <p>6. 11</p> <p>7. 11</p> <p>8. 11</p> <p>9. 11</p> <p>10. 11</p> <p>11. 11</p> <p>12. 11</p> <p>13. 11</p> <p>14. 11</p> <p>15. 11</p> <p>16. 11</p> <p>17. 11</p> <p>18. 11</p> <p>19. 11</p> <p>20. 11</p> <p>21. 11</p> <p>22. 11</p> <p>23. 11</p> <p>24. 11</p> <p>25. 11</p> <p>26. 11</p> <p>27. 11</p> <p>28. 11</p> <p>29. 11</p> <p>30. 11</p> <p>31. 11</p> <p>32. 11</p> <p>33. 11</p> <p>34. 11</p> <p>35. 11</p> <p>36. 11</p> <p>37. 11</p> <p>38. 11</p> <p>39. 11</p> <p>40. 11</p> <p>41. 11</p> <p>42. 11</p> <p>43. 11</p> <p>44. 11</p> <p>45. 11</p> <p>46. 11</p> <p>47. 11</p> <p>48. 11</p> <p>49. 11</p> <p>50. 11</p> <p>51. 11</p> <p>52. 11</p> <p>53. 11</p> <p>54. 11</p> <p>55. 11</p> <p>56. 11</p> <p>57. 11</p> <p>58. 11</p> <p>59. 11</p> <p>60. 11</p> <p>61. 11</p> <p>62. 11</p> <p>63. 11</p> <p>64. 11</p> <p>65. 11</p> <p>66. 11</p> <p>67. 11</p> <p>68. 11</p> <p>69. 11</p> <p>70. 11</p> <p>71. 11</p> <p>72. 11</p> <p>73. 11</p> <p>74. 11</p> <p>75. 11</p> <p>76. 11</p> <p>77. 11</p> <p>78. 11</p> <p>79. 11</p> <p>80. 11</p> <p>81. 11</p> <p>82. 11</p> <p>83. 11</p> <p>84. 11</p> <p>85. 11</p> <p>86. 11</p> <p>87. 11</p> <p>88. 11</p> <p>89. 11</p> <p>90. 11</p> <p>91. 11</p> <p>92. 11</p> <p>93. 11</p> <p>94. 11</p> <p>95. 11</p> <p>96. 11</p> <p>97. 11</p> <p>98. 11</p> <p>99. 11</p> <p>100. 11</p>			
<p>11. 11</p> <p>12. 11</p> <p>13. 11</p> <p>14. 11</p> <p>15. 11</p> <p>16. 11</p> <p>17. 11</p> <p>18. 11</p> <p>19. 11</p> <p>20. 11</p> <p>21. 11</p> <p>22. 11</p> <p>23. 11</p> <p>24. 11</p> <p>25. 11</p> <p>26. 11</p> <p>27. 11</p> <p>28. 11</p> <p>29. 11</p> <p>30. 11</p> <p>31. 11</p> <p>32. 11</p> <p>33. 11</p> <p>34. 11</p> <p>35. 11</p> <p>36. 11</p> <p>37. 11</p> <p>38. 11</p> <p>39. 11</p> <p>40. 11</p> <p>41. 11</p> <p>42. 11</p> <p>43. 11</p> <p>44. 11</p> <p>45. 11</p> <p>46. 11</p> <p>47. 11</p> <p>48. 11</p> <p>49. 11</p> <p>50. 11</p> <p>51. 11</p> <p>52. 11</p> <p>53. 11</p> <p>54. 11</p> <p>55. 11</p> <p>56. 11</p> <p>57. 11</p> <p>58. 11</p> <p>59. 11</p> <p>60. 11</p> <p>61. 11</p> <p>62. 11</p> <p>63. 11</p> <p>64. 11</p> <p>65. 11</p> <p>66. 11</p> <p>67. 11</p> <p>68. 11</p> <p>69. 11</p> <p>70. 11</p> <p>71. 11</p> <p>72. 11</p> <p>73. 11</p> <p>74. 11</p> <p>75. 11</p> <p>76. 11</p> <p>77. 11</p> <p>78. 11</p> <p>79. 11</p> <p>80. 11</p> <p>81. 11</p> <p>82. 11</p> <p>83. 11</p> <p>84. 11</p> <p>85. 11</p> <p>86. 11</p> <p>87. 11</p> <p>88. 11</p> <p>89. 11</p> <p>90. 11</p> <p>91. 11</p> <p>92. 11</p> <p>93. 11</p> <p>94. 11</p> <p>95. 11</p> <p>96. 11</p> <p>97. 11</p> <p>98. 11</p> <p>99. 11</p> <p>100. 11</p>	<p>1. 11</p> <p>2. 11</p> <p>3. 11</p> <p>4. 11</p> <p>5. 11</p> <p>6. 11</p> <p>7. 11</p> <p>8. 11</p> <p>9. 11</p> <p>10. 11</p> <p>11. 11</p> <p>12. 11</p> <p>13. 11</p> <p>14. 11</p> <p>15. 11</p> <p>16. 11</p> <p>17. 11</p> <p>18. 11</p> <p>19. 11</p> <p>20. 11</p> <p>21. 11</p> <p>22. 11</p> <p>23. 11</p> <p>24. 11</p> <p>25. 11</p> <p>26. 11</p> <p>27. 11</p> <p>28. 11</p> <p>29. 11</p> <p>30. 11</p> <p>31. 11</p> <p>32. 11</p> <p>33. 11</p> <p>34. 11</p> <p>35. 11</p> <p>36. 11</p> <p>37. 11</p> <p>38. 11</p> <p>39. 11</p> <p>40. 11</p> <p>41. 11</p> <p>42. 11</p> <p>43. 11</p> <p>44. 11</p> <p>45. 11</p> <p>46. 11</p> <p>47. 11</p> <p>48. 11</p> <p>49. 11</p> <p>50. 11</p> <p>51. 11</p> <p>52. 11</p> <p>53. 11</p> <p>54. 11</p> <p>55. 11</p> <p>56. 11</p> <p>57. 11</p> <p>58. 11</p> <p>59. 11</p> <p>60. 11</p> <p>61. 11</p> <p>62. 11</p> <p>63. 11</p> <p>64. 11</p> <p>65. 11</p> <p>66. 11</p> <p>67. 11</p> <p>68. 11</p> <p>69. 11</p> <p>70. 11</p> <p>71. 11</p> <p>72. 11</p> <p>73. 11</p> <p>74. 11</p> <p>75. 11</p> <p>76. 11</p> <p>77. 11</p> <p>78. 11</p> <p>79. 11</p> <p>80. 11</p> <p>81. 11</p> <p>82. 11</p> <p>83. 11</p> <p>84. 11</p> <p>85. 11</p> <p>86. 11</p> <p>87. 11</p> <p>88. 11</p> <p>89. 11</p> <p>90. 11</p> <p>91. 11</p> <p>92. 11</p> <p>93. 11</p> <p>94. 11</p> <p>95. 11</p> <p>96. 11</p> <p>97. 11</p> <p>98. 11</p> <p>99. 11</p> <p>100. 11</p>			

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OP SUM

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

EVENTS	RESULTS	A/C Enc't'd	Claims	Loss
	<p>Losses: 1 - 100.00</p>			1
<p>Positive - 100.00 of 4/6 Both Dec.</p> <p>Dec. - 2 - 100.00 per member</p> <p>Losses: 100.00</p> <p>Recce. in 3rd of 4 and 100.00</p> <p>at 100.00 rail block 1. North</p> <p>Recce. 100.00</p> <p>at 100.00 100.00 were 100.00</p> <p>100.00 were 100.00</p> <p>ies were attributed to 100.00, 100.00 and</p> <p>ul.</p>	<p>3, 100.00 seen in 100.00 and</p> <p>not seen in 100.00</p> <p>100.00 seen in 100.00</p> <p>Claims: Bridges 1-100.00</p> <p>100.00 100.00</p> <p>100.00 100.00</p> <p>100.00 100.00</p> <p>No incident.</p> <p>100.00</p> <p>100.00 100.00</p>			

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**  
CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RE
	Dispatched	Attacking		
9AF	Night 5/7 Dec 10	10	10 a/c intruder patrol.  No operations.	M/T 5-0-0
2TAF	Night 5/7 Dec 110	110	Mosquitoes attacked communications in Holland.  Defensive patrol.  Oberbruch (R21).	MED  MED
	Day 7 Dec 33	33	Recce in Holland, prearranged rail interdiction and fighter operations.	Locos 2-0-1 T.R.G. 1-0-1 RR cuts 4
3AF			No operations.	
RAF	Night 5/7 Dec 1165	1165	Morseburg (D91) Oil Plant.  Cenabruich RR center.  Glessen (X40) RR center.  Mosquitoes attacked Berlin (Z55).  Schwerte (A51).	Fires observed  MED  Good.  MED  MED

6-62

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

**SECRET**  
CONSOLIDATED OPSUM

Period: 07100 To: 071500

	RESULTS	A/C Enc't'd	Claims	Loss
	H/T 5-0-0			
rs in Holland.	NEO			1 (un- known)
ail inter-diction and	NEO  Locos 2-0-1 T.R.G. 1-0-1 PR cuts 4			
	Fires observed in target area.  NEO  Good.  NEO  NEO			20 (un- known)

6-62

5).

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**  
CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
B-1			Maneu (M37) experimental.	NED
			Bomber support.	
	Dec 7	Dec	No operations.	
B-2			<u>S. M. Air Force</u>	
	10	10	B-2's escort by B-1's.	
	11	11	B-2's on target at 1000 hours.	
	12	12	B-2's on target at 1100 hours.	
	13	13	B-2's on target at 1200 hours.	
	14	14	B-2's on target at 1300 hours.	
	15	15	B-2's on target at 1400 hours.	
	16	16	B-2's on target at 1500 hours.	
	17	17	B-2's on target at 1600 hours.	
	18	18	B-2's on target at 1700 hours.	
B-3			B-3's on target at 1800 hours.	138 tons - Exceed many bldgs, much destroyed, all 1
	19	19	B-3's on target at 1900 hours.	
	20	20	B-3's on target at 2000 hours.	
B-4			B-4's on target at 2100 hours.	100 tons - Exceed concentration of de many bldgs and many lines cut.
	21	21	B-4's on target at 2200 hours.	



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

**SECRET**

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

AGERS	RESULTS	A/C Enc't'd	Claims	Loss
	PRO			
City /Y's	<p>1 tons - relief fair</p> <p>24 tons</p> <p>1 tons - fair</p> <p>Claims of Bombers - e/s 11-1-43 Fighters e/s 1-40</p> <p>133 tons - excellent and others, and rolling stock destroyed, all lines blocked.</p> <p>10 tons - excellent and others, destroyed, damaged and rolling stock, many lines cut.</p>		<p>1/2 10-1-43</p>	



THIS PAGE IS UNCLASSIFIED

**T  
H  
I  
S**

P

Period: 061800 To: 71 00

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RES
	Dispatched	Attacking		
1st	10	50	1- 1's escorts.	
2nd	10	12	1- 1's escorts.	
3rd	10	12	1- 1's escorts.	
4th	10	12	1- 1's escorts.	
5th	10	12	1- 1's escorts.	
6th	10	12	1- 1's escorts.	
7th	10	12	1- 1's escorts.	
8th	10	12	1- 1's escorts.	
9th	10	12	1- 1's escorts.	
10th	10	12	1- 1's escorts.	

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
P

CONSOLIDATED OPSUM

Period: 0110 To: 0710

TS	RESULTS	A/C Enc't'd	Claims
<p>Y. S. L. TA</p> <p>R. W. H. Y.</p>			

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	REMARKS
	Dispatched	Attacking		
RAF			No operations due to weather.	
	Flight 7/8 Dec		No operations due to weather.	
	By 8 Dec	27	Submarine: U-23 (12 bridge - 711)	42.25 tons, 120
	822	711	Fighters: a/c on 4/8 East of Rhine, attacked bridge and support of 8th, 8th and 10th Inf. Attached enemy strong points, dropped incendiaries, provided area cover for RAF bomber command.	Claims: 2/2 in air 1 ground 1000 2/2 cars 2nd 10th 24th 2nd position 2/2 24th 2nd 10th 2nd 10th
		41	a/c on reconnaissance.	1000 4 fighters
RAF	Flight 7/8 Dec			
	60	30	City of Cologne (711)	61.2 tons, 120
		6	City of Bonn (717)	12.7
	By 8 Dec	143	Submarine (1st) Submarine	700 tons, 120

- 2 -

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

**THIS**

CONSOLIDATED OPSUM

Period: ~~072000~~ To: ~~000000~~

TS	RESULTS	A/C Enc't'd	Claims	Sp
had bridge and support of lined every strong points, can cover for RIF bunker	15.75 tons, 100  Clashes: 2/a in air 8-0-7 " ground 1-1-1 loss 12-0-6 2/b crew 72-0-73 Full cuts 8 Edges 85-0-96 Gun positions 15-0-10 2/c 30-0-6 Bridge 1-0-0 Arm drops 1-0-1  Losses: 4 fighters, none return.	101  No report	101  8-0-7 in air  1-1-1 on ground	101
	10.7 tons, 100 10.7 " "  700 tons, good results.	101  101	101  101	101  10

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P

**CONFIDENTIAL**

CONSOLIDATED OPSUM

Unit	Sorties		TARGETS	RESULTS
	Dispatched	Attacking		
		245 30	Oriskany (205) Base Hickory (451) Forward Flight	777 tons, 200 30 Losses: 19 a/c, 1000
2 TAF	Flight 1/3 Base 45 46 2		A/R attacked defended villages and enemy movements. Defensive patrols.	Claims: Nil Losses: Nil
	Day 8 Base 751	204 40 257 87 143	A/R Ombreux (220), Vende (290), Rougem (400), Rochelle & Base (405) area. Immediate support - 30 Groups. Forwarded support, still cutting North West of Ruhr and one leaflet mission. Reconnaissance. Fighter operations - the usual patrols.	Claims: 1/2 in air ground 1/2 Loss 1/2 own Full code Losses: 11 a/c, 1000

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

CONFIDENTIAL

CONSOLIDATED OPSUM

Period: \_\_\_\_\_ To: \_\_\_\_\_

	RESULTS	A/C Enc't'd	Claims	Sp
	<b>777 tons, 100</b> <b>2</b> <b>Issues:</b> <b>19 a/c, some unknown.</b>			
<b>at enemy movements.</b>  <b>Raposa (A00), Rachal's &amp;</b>  <b>North West of Rair and</b>  <b>Araba.</b>	<b>Claims: M1</b> <b>Issues: M1</b>  <b>Claims:</b> <b>1/a in air 7-2-4</b> <b>ground 1-2-3</b> <b>1-2-3</b> <b>Issues 24-2-22</b> <b>1/2 case 27-2-22</b> <b>Roll onto 29</b>  <b>Issues:</b> <b>11 a/c, some unknown.</b>	<b>M1</b>   <b>No report</b>	<b>M1</b>   <b>7-2-4 in air</b>  <b>1-2-3 on ground</b>	<b>M1</b>    <b>11</b>

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RECORDED SERIALIZED INDEXED FILED	5443063
JAN 2 1945	
HISTORICAL OFFICE	

DECLASSIFIED  
EO 11652

119.55

SUMMARY OF OPERATIONS 1ST TAC AND FRENCH AIR FORCE

D/OPS FILE

COSUM

DECLASSIFIED  
EO 11652

MICROFILMED

9793-58

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

PRIORITY

SECRET

In reply cite: I 1018

June 2nd

From : 12th Tactical Air Command War

To : HQ USSTAF

NOT PASSED TO WAR

Internal Address:

To USSTAF Main

Attn Stat Control Section for info

and pass to CG AAF Washington, D. C.

Chief Statistical Control Division

From 12 TAC

Multiple message

Here are statistics on aircraft dispatched, aircraft attacking and tons of bombs dropped by First Tactical Air Force during first 8 days of May. P-47 dispatched 1200 attacking 896 tons on target 10 total tons expended 10. B-26 dispatched 69 attacking 25 tons on target 45 total tons expended 45. F-6 dispatched 96 attacking 80. F-5 dispatched 8 attacking 8. P-61 dispatched 42 attacking 29. Bomfighter dispatched 2 attacking 2. Following are statistics on bombs expended by bomb type by type of aircraft. 1000 general purpose B-26 expended 50. 2000 general purpose B-26 expended 20. 260 frag P-47 expended 79.

## USSTAF DISTRIBUTION:

Action : Stat Control

Info : AG Records

A-3

A-4

A-2

USSTAF Main in 40481



SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



8707/11409B

DRY

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY RESTRICTED

IN REPLY CITE: P39

18 May 45

FROM: HQ 1ST TAC AF 1809138

INTERNAL ADDRESS:

TO : HQ USSTAF 181154B  
AIR MINISTRY WHITEHALL  
6TH ARMY GP OTHERS

ATTN: OPS RECORDS  
SGD : WEBSTER

Opnum number 134. 132100 to 142100. 42 Bomb Wing and 12 Tac part 1 and  
part 2: Nil part 3 recce. 12/12 aircraft on Tac/R 13 aircraft on P/R. Claims and losses  
Nil part 4 annex: Nil.

USSTAF MAIN DISTRIBUTION:

ACTION: A-3

INFO : A-2  
STAT CONTROL  
AG RECORDS

USSTAF MAIN IN 37355



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST CARE.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY RESTRICTED

IN REPLY CITE: D36

18 May 45

FROM: HQ 1ST TAC AF 140911B

INTERNAL ADDRESS:

TO : HQ USSTAF 181216B  
AIR MINISTRY, AIR STAFF SHAPE ADV,  
2ND TAC AF, HQ 6TH ARMY GP

ATTN: OPS RECORDS  
OGD . WEBSTER

Cpsus number 136. 152100 to 162100 42 Bomb Wing and 12 TAC part 1 and  
part 2. Nil Part 3 recce 29/29 aircraft on TAC/R. Claims and losses: Nil part 4  
ANDEX: Nil

USSTAF MAIN DISTRIBUTION:

ACTION: A-3

INFO : A-2  
STAT CONTROL  
AG RECORDS

USSTAF MAIN IN 37313



THE MAKING OF AN EXACT COPY OF THIS MESSAGE OR ANY PART THEREOF IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PREPARED SEPARATELY AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

US STRATEGIC AIR FORCE IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY RESTRICTED

IN REPLY CITE: D 37

18 May 45

FROM: FIRST TAC AF 180912B

INTERNAL ADDRESS:

TO : USSTAF 181226B

ATTN: OPS RECORDS

AIR STAFF SHARP ADV, AIR MINISTRY WHITEHALL  
2ND TAC AF, 6TH ARMY GP HEAD

SGO : WEBSTER

Opens number 135. 142100 to 152100. 42 Bomb Wing and 12 Tac part 1  
and part 2: Nil part 3 reccs 24/24 aircraft on Tac/R. Claims and losses: Nil part 4  
annex: Nil.

USSTAF MAIN DISTRIBUTION:

ACTION: A-3

INFO : A-2  
STAT CONTROL  
NO RECORD

USSTAF MAIN IN 37354



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY RESTRICTED

IN REPLY CITE: D35

18 May 45

FROM: HQ 1ST TAC SF 180910B

INTERNAL ADDRESS:

TO : HQ USSTAF 181235B

ATTN: OPS RECORDS

AIR STAFF SHAPE ADV, AIR MINISTRY WHITEHALL,  
2ND TAC AF, SIXTH ARMY GROUP AIN

SGO : WEBSTER

Opsam number 137. 162100 to 172100 42 Bomb Wing and 12 Tac part 1 and  
part 2 nil part 3 recee 8 aircraft on P/R claims and losses: Nil part 4 annex: Nil.

USSTAF MAIN DISTRIBUTION:

ACTION: A-3

INFO : A-2

AS INCOMING  
STAT CONTROL

USSTAF AIN IN 57362



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.



CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 138

Period 172100 to 182100

	<u>MISSIONS</u>	
XII TAC	2	42nd BOMB WING & WPAF: Nil.
	<u>SORTIES</u>	
TAC/R	2	1st French Air Corps: No report received.
		CLAIMS, LOSSES & TONNAGE: Nil.

XII TAC: 2 missions, 2/2 sorties.

69th Recon Group - 2 missions, 2/2 sorties.  
2/2 a/c on 2 Tac/R missions.  
Claims and Losses: Nil.

All other Groups and Squadrons: Nil.

Other Air Forces: No report received.

WEATHER RESUME - 18 MAY

Southern Germany and Eastern France: Clear to scattered low cloud at 2,500 ft until mid afternoon, towering cumulus spreading into eastern France with scattered thunder storms late afternoon and becoming broken cumulus all areas late evening with bases 2500 ft tops to 15,000 ft and layer cloud above 6,000 ft. Visibility 4 to 6 miles.

THIS PAGE IS UNCLASSIFIED

- 1 -  
CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

31905

0.25/10  
9/2

3/14/14  
7/2/14

10 16 21

3019/14  
Prod 10135/14 f14

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MEMO FOR THE RECORD

- TO: 1. HONORARY AIR FORCE 140215.  
2. HONORARY (AIR) ATT: 140215  
3. AIR STAFF, STATE (AIR)  
4. AIR STAFF, STATE (STANDARD)  
5. AIR STAFF, STATE (STANDARD) WITH AIR  
6. AIR STAFF, STATE (STANDARD) WITH AIR

DATE: 17

SECRET

MEMO NO. 103 12000 AIR FORCE  
17 MAY 1949

PART I: NIL

PART II:

RIGHTS - 140215

140215

1. NIL

140215  
140215

2. NIL

140215  
140215

3. PART I. NIL

NIL

PART III: DISCUSSION

DISCUSSION 40-4 F-3  
140215

REMARKS: NIL

THE RECORD NO. 103.

ST 140215.

DATE: 17

SECRET 14/2005 1000



1114/14

THIS PAGE IS UNCLASSIFIED

*plans*  
*STAT*  
*STAT*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

2087/13  
131950 *J*

NOV 15 7 51 PM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

36283

MAY 13 1965 09 11

10/10/11

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

*Handwritten:*  
4/1/70  
4/1/70

*Handwritten:*  
36400  
7/1/70

MAY 15 1975 7 29 PM

*Beards*

*Lt. Col. [unclear]*



*30461*

*5081/13*

*1<sup>st</sup> 19 27 11*  
MAY 15 1945 7 28 PM

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

*open*  
*stat. cont.*

*30-5/11*     *11 1 30 410 28*



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

IN US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY RESTRICTED

IN REPLY CITE: D-888, MAY 11.

INTERNAL ADDRESS:

FROM: FIRST TACAF 111050B

ATTN: OPS RECORDS

SGD: WEBSTER

TO : USSTAF 111050B  
AIR STAFF SHAPE  
AIR MINISTRY  
SECOND TAF  
SIXTH ARMY GP

Opsum number 130 period 092100 to 102100 42 Bomb Wing and Twelfth TAC part 1 and part 2 nil: part 3 recce 12/12 aircraft on 6 TAC/R missions, all successful. 5/5 aircraft on 5 P/R missions, all successful. Claims and losses: nil. Part 4 annex nil.

USSTAF MAIN DISTRIBUTION:

ACTION: D/OPS (5)

INFO : D/INTEL (5)  
STAT CONTRL (2)  
ATTN: WEBSTER

USSTAF MAIN IN 35946

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MAY 8 1951 10 29

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



3567  
3045/9  
R 1530

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



1. 71-10-10, 1-1-1  
2. 71-10-10, 1-1-1  
3. 71-10-10, 1-1-1  
4. 71-10-10, 1-1-1  
5. 71-10-10, 1-1-1  
6. 71-10-10, 1-1-1  
7. 71-10-10, 1-1-1  
8. 71-10-10, 1-1-1  
9. 71-10-10, 1-1-1  
10. 71-10-10, 1-1-1  
11. 71-10-10, 1-1-1  
12. 71-10-10, 1-1-1  
13. 71-10-10, 1-1-1  
14. 71-10-10, 1-1-1  
15. 71-10-10, 1-1-1  
16. 71-10-10, 1-1-1  
17. 71-10-10, 1-1-1  
18. 71-10-10, 1-1-1  
19. 71-10-10, 1-1-1  
20. 71-10-10, 1-1-1  
21. 71-10-10, 1-1-1  
22. 71-10-10, 1-1-1  
23. 71-10-10, 1-1-1  
24. 71-10-10, 1-1-1  
25. 71-10-10, 1-1-1  
26. 71-10-10, 1-1-1  
27. 71-10-10, 1-1-1  
28. 71-10-10, 1-1-1  
29. 71-10-10, 1-1-1  
30. 71-10-10, 1-1-1  
31. 71-10-10, 1-1-1  
32. 71-10-10, 1-1-1  
33. 71-10-10, 1-1-1  
34. 71-10-10, 1-1-1  
35. 71-10-10, 1-1-1  
36. 71-10-10, 1-1-1  
37. 71-10-10, 1-1-1  
38. 71-10-10, 1-1-1  
39. 71-10-10, 1-1-1  
40. 71-10-10, 1-1-1  
41. 71-10-10, 1-1-1  
42. 71-10-10, 1-1-1  
43. 71-10-10, 1-1-1  
44. 71-10-10, 1-1-1  
45. 71-10-10, 1-1-1  
46. 71-10-10, 1-1-1  
47. 71-10-10, 1-1-1  
48. 71-10-10, 1-1-1  
49. 71-10-10, 1-1-1  
50. 71-10-10, 1-1-1  
51. 71-10-10, 1-1-1  
52. 71-10-10, 1-1-1  
53. 71-10-10, 1-1-1  
54. 71-10-10, 1-1-1  
55. 71-10-10, 1-1-1  
56. 71-10-10, 1-1-1  
57. 71-10-10, 1-1-1  
58. 71-10-10, 1-1-1  
59. 71-10-10, 1-1-1  
60. 71-10-10, 1-1-1  
61. 71-10-10, 1-1-1  
62. 71-10-10, 1-1-1  
63. 71-10-10, 1-1-1  
64. 71-10-10, 1-1-1  
65. 71-10-10, 1-1-1  
66. 71-10-10, 1-1-1  
67. 71-10-10, 1-1-1  
68. 71-10-10, 1-1-1  
69. 71-10-10, 1-1-1  
70. 71-10-10, 1-1-1  
71. 71-10-10, 1-1-1  
72. 71-10-10, 1-1-1  
73. 71-10-10, 1-1-1  
74. 71-10-10, 1-1-1  
75. 71-10-10, 1-1-1  
76. 71-10-10, 1-1-1  
77. 71-10-10, 1-1-1  
78. 71-10-10, 1-1-1  
79. 71-10-10, 1-1-1  
80. 71-10-10, 1-1-1  
81. 71-10-10, 1-1-1  
82. 71-10-10, 1-1-1  
83. 71-10-10, 1-1-1  
84. 71-10-10, 1-1-1  
85. 71-10-10, 1-1-1  
86. 71-10-10, 1-1-1  
87. 71-10-10, 1-1-1  
88. 71-10-10, 1-1-1  
89. 71-10-10, 1-1-1  
90. 71-10-10, 1-1-1  
91. 71-10-10, 1-1-1  
92. 71-10-10, 1-1-1  
93. 71-10-10, 1-1-1  
94. 71-10-10, 1-1-1  
95. 71-10-10, 1-1-1  
96. 71-10-10, 1-1-1  
97. 71-10-10, 1-1-1  
98. 71-10-10, 1-1-1  
99. 71-10-10, 1-1-1  
100. 71-10-10, 1-1-1

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

.....  
.....  
.....

4444.....

.....

205  
10106  
8

827

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
 Office of the Assistant Chief of Staff, A-2

COSUM NUMBER 129

Period 082100 to 092100

	<u>MISSIONS</u>	
<u>XII TAC:</u>	<u>22</u>	42nd Bomb Wing and Western French Air Force no operations.
		First French Air Corps no report received.
<u>Tac/R</u>	<u>24</u>	CLAIMS, LOSSES and TONNAGE nil.
<u>P/R</u>	<u>10</u>	
	<u>34</u>	

XII TAC - (22 missions, 34/34 sorties).415th and 417th Night Fighter Sqs: Nil.27th, 50th, 86th, 324th and 358th Groups: Nil.69th Recon Group - (22 missions, 34/34 sorties).

24/24 a/c on 12 Tac/R missions, all successful.

10/10 a/c on 10 P/R missions, all successful.

Claims, losses and T/A nil.

WEATHER RESUME - 9 May

Fair weather prevailed over all targets and bases.

Other Air Forces: No report received, due to SHAFT Forward Air Ops no longer having a Night Duty Officer.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

C O N F I D E N T I A L

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 126

Period 072100 to 062100

NOTE: COSUM for period 062100 to 072100 erroneously numbered 126 should be amended to read COSUM NUMBER 127.

	<u>MISSIONS</u>	<u>SORTIES</u>	<u>CLAIMS : Nil.</u>
<u>XII TAC:</u>	34	F/B 231 Tac/R 26 257	Losses : 1 P-47 destroyed due mechanical trouble. 1 P-47 damaged cat 2, due crash landing. Tonnage: Nil.

42ND BOMB WING: No operations.

FIRST FRENCH AIR CORPS & WESTERN FRENCH AIR FORCE: No operations

XII TAC: 34 missions, 257/254 sorties  
Night 7/8 - No report.

Day 8 - 34 missions, 257/254 sorties.

27 Group - 3 missions, 32/31 sorties.

32/31 P-47s on 3 air co-operation and patrol missions. Uneventful. Claims and Losses, Tonnage and E/A: Nil.

50 Group - 4 missions, 47/47 sorties.

47/47 P-47s on 4 air co-operation and patrol missions. Uneventful. Claims and Losses, Tonnage and E/A: Nil.

86 Group - 5 missions, 46/44 sorties.

46/44 P-47s on 4 air co-operation and patrol missions. Uneventful. Claims Tonnage and E/A: Nil. Losses: 1 P-47 due mechanical trouble.

324 Group - 4 missions, 48/48 sorties.

48/48 P-47s on 4 air co-operation and patrol missions. Uneventful. Claims and Losses, Tonnage and E/A: Nil.

358 Group - 4 missions, 58/58 sorties.

58/58 P-47s on 4 air co-operation patrol missions. Uneventful. Claims and Losses, Tonnage and E/A: Nil.

69 Recce Group - 4 missions, 26/26 sorties.

24 a/c on two visual missions.

2 a/c on two special task missions.

Claims, Tonnage and E/A: Nil.

Losses: 1 P-5 damaged cat 2 due crashed landing.

REMARKS, STATUS OF COMMUNICATIONS AND GERMAN AIR FORCE ACTIVITY: Nil.

- 1 -  
C O N F I D E N T I A L



CONFIDENTIAL

WEATHER RESUME - 8 MAY

Generally scattered to broken high cloud above 15,000 feet. Visibility over 6 miles except for few local fog areas in the morning.

R.A.F.

Night 7/8 - 37 sorties.

36 a/c on evacuation of Repatriates from Germany.  
1 a/c on P/R.

Claims and Losses: Nil.

Day 8 - 368 sorties.

136 a/c on supply drop mission in HAGUE & ROTTERDAM area, 318 tons of supplies,  
232 a/c on evacuation of Repatriates.

Claims and Losses: Nil.

8th A.F.

Day 8 8 sorties.

8 a/c on leaflet drop mission in Germany.  
Claims and Losses: Nil.

9th A.F.

Night 7/8 - 1 sortie.

1 a/c on patrol on 3rd Army front.  
Claims and Losses: Nil.

Day 8 -

9th Bomb Div and 29 TAC: Nil

9th TAC: 193 sorties.

185/183 a/c on patrol in LEIPZIG, CHEMNITZ area.  
8 a/c on recon.

19th TAC: 286 sorties.

196/194 a/c on demonstration flight over P.W. camp; patrol over KLATOVY & LUTZ area.

90 a/c on recon.  
Claims: 2 a/c in air 5-0-0.  
Losses: 2 a/c due flak.

2nd T.A.F.

Night 7/8 - Nil.

Day 8 - 61 sorties.

32 a/c on escort to transports.

29 a/c on recon.

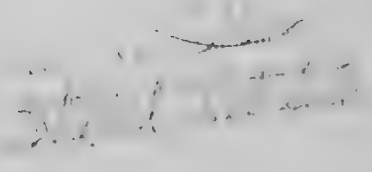
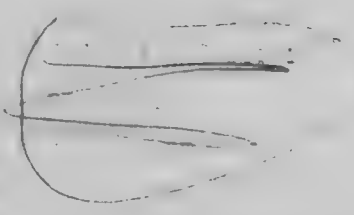
Claims and Losses: Nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

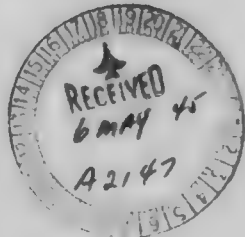


15027

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



7007  
11/10/41

31 21

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

214.35-



THIS PAGE IS UNCLASSIFIED

314.53-1

07/10/1945  
MEMORANDUM  
TO: THE SECRETARY OF THE ARMY  
FROM: THE SECRETARY OF THE ARMY  
SUBJECT: [Illegible]



[Illegible typed text]

12/17/174444444444/1212

AD 100

JWS DEC 1945.....0612410

1039/06

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

RECEIVED  
A 2132  
91

THIS PAGE IS UNCLASSIFIED

819.35-

JUN 19 1965

INT ROGER FLVING HI PREC MSG TNY TNY  
OPERATIONAL PRIORITY OPERATIONAL PRIORITY  
JUNE V JEJO NR 1888

FROM FIRST TACTICAL AIR FORCE (PROV) 030910Z MULTIPLE ADDRESS  
TO USSTAF (MAIN) ATTN: D/OPS  
AIR STAFF SHAFT (MAIN) ATTN: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP

RESTRICTED BT

NR D-749-FIRST TAC AF (PROV)  
OPSUM NUMBER 124 PERIOD 030100 TO 040100

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

NIL DUE WEATHER.

PART III RECC

PART IV ADNET NIL DUE WEATHER

2/4 AIRCRAFT ON WEATHER RECC.

PART V WESTERN FRENCH, REPORT NOT RECEIVED.

--- W I S T I R ---

BT 030910Z

FOKED 031035Z

*Handwritten:* (Circled) *Drake* *at least*

34777

7019/05

1237B ADS

EN 5 05 12 45 PM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

219.53-



34715

1. AIR CORPS, ARMY, NAVY, AIR FORCE, NIGHT FIGHTER.
- B. 12 P-51'S, 46 P-47'S.
- C. 12 P-51'S, 46 P-47'S.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

1. [illegible]  
2. [illegible]  
3. [illegible]  
4. [illegible]  
5. [illegible]  
6. [illegible]  
7. [illegible]  
8. [illegible]  
9. [illegible]  
10. [illegible]  
11. [illegible]  
12. [illegible]  
13. [illegible]  
14. [illegible]  
15. [illegible]  
16. [illegible]  
17. [illegible]  
18. [illegible]  
19. [illegible]  
20. [illegible]  
21. [illegible]  
22. [illegible]  
23. [illegible]  
24. [illegible]  
25. [illegible]  
26. [illegible]  
27. [illegible]  
28. [illegible]  
29. [illegible]  
30. [illegible]  
31. [illegible]  
32. [illegible]  
33. [illegible]  
34. [illegible]  
35. [illegible]  
36. [illegible]  
37. [illegible]  
38. [illegible]  
39. [illegible]  
40. [illegible]  
41. [illegible]  
42. [illegible]  
43. [illegible]  
44. [illegible]  
45. [illegible]  
46. [illegible]  
47. [illegible]  
48. [illegible]  
49. [illegible]  
50. [illegible]  
51. [illegible]  
52. [illegible]  
53. [illegible]  
54. [illegible]  
55. [illegible]  
56. [illegible]  
57. [illegible]  
58. [illegible]  
59. [illegible]  
60. [illegible]  
61. [illegible]  
62. [illegible]  
63. [illegible]  
64. [illegible]  
65. [illegible]  
66. [illegible]  
67. [illegible]  
68. [illegible]  
69. [illegible]  
70. [illegible]  
71. [illegible]  
72. [illegible]  
73. [illegible]  
74. [illegible]  
75. [illegible]  
76. [illegible]  
77. [illegible]  
78. [illegible]  
79. [illegible]  
80. [illegible]  
81. [illegible]  
82. [illegible]  
83. [illegible]  
84. [illegible]  
85. [illegible]  
86. [illegible]  
87. [illegible]  
88. [illegible]  
89. [illegible]  
90. [illegible]  
91. [illegible]  
92. [illegible]  
93. [illegible]  
94. [illegible]  
95. [illegible]  
96. [illegible]  
97. [illegible]  
98. [illegible]  
99. [illegible]  
100. [illegible]

100

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

2  
JEUS - XAH - XSM - AFA V AFF JETF 9/04 OP OP  
XAH - T - AMY

319.53-  
FROM HEADQUARTERS FIRST TACTICAL AIR FORCE (PROV) 040848B  
TO USSTAF (MAIN) ATT: D/PXXX D/OPS  
AIR STAFF SHAEF (MAIN) ATT: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP  
R E S T R I C T E D BT  
MULT. ADD  
NR D 924 FIRST TAC AF (PROV)

OPSUM NUMBER 123 PERIOD 022100 TO 032100  
42ND BOMB WING AND XII TAC

PART I MEDIUM BOMBERS - NO OPERATIONS DUE WEATHER

PART II FIGHTERS AND FIGHTER BOMBERS  
A. PATROL, AIR COOPERATION, ARMED RECCE, AND NIGHT FIGHTER.

P. 014 P. 076 AP-615.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

C. 214 P-47S, 4 P-61S.

D. 2.08 TONS FRAGS.

E. THRU H, NIL.

PART III RECCE.  
4/4 AIRCRAFT ON WEATHER RECCE.  
CLAIMS AND LOSSES: NIL.

PART IV ANNEX

AA. SEVENTH US ARMY.

BB. 214/214 P-47S, 4/4 P-61S.

CC. 2.08 TONS.

DD. M/T 69-30, STAFF CARS 1-0, TRAILERS 3-0, GUNS 0-1, HDV 7-0,  
BLDGS 8-10.

EE. NIL.

FF. E/A: 1 ARADO TRAINER, NO CLAIMS. FLAD: MODERATE LIGHT Y-8706.

-WEBSTER-

BT  
AS  
CCN ADD TO 2ND TAF (MAIN)  
J.L.H. "AR" AS FOR "K" WITH "RD"  
AS  
JEUS KKK WITH RD  
JEUS R....041115B GC E KKK

1030/0

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AFA - JEUS - XAH - XSM V AFF JETF NR 10/04 OP OP  
XAH - T - AMY

FROM HEADQUARTERS FIRST TACTICAL AIR FORCE (PROV) 04/0847B  
TO USSTAF (MAIN) ATTN: D/OPS  
AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS  
2ND TAF  
AIR MINISTRY WAR ROOM WHITEHALL  
SIXTH ARMY GROUP  
RESTRICTED BT

MULTIPLE ADD  
R NR D 923 FIRST TAC AF (PROV)

OPSUM NUMBER 123 PERIOD 022100 TO 032100

FIRST FRENCH AIR CORPS

PART II FIGHTER AND FIGHTER BOMBERS

NIL DUE WEATHER.

PART III RECCE.

3/3 AIRCRAFT ON WEATHER RECCE.  
12/12 AIRCRAFT ON TAC/R.

CLAIMS AND LOSSES: NIL.

PART IV ANNEX

NIL DUE WEATHER

PART V WESTERN FRENCH AIR FORCE

6/6 AIRCRAFT ON ARTILLERY ADJUSTMENT IN LA ROCHELLE SECTOR.  
1/1 AIRCRAFT ON COASTAL COMMAND MISSION IN LORIENT AND ST.  
NAZAIRE SECTORS.

CLAIMS AND LOSSES: NIL.

-WEBSTER-

BT  
AS

C PART IV ANNEX IMI ANNEX  
J.L.H. STAND BY FOR FURTHER OP B/CAST B  
AS FOR KK WITH R AS

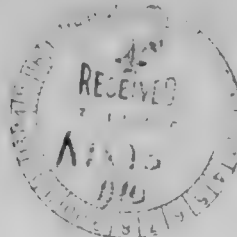
JEUS KKK WITH RD  
JEUS R.....041101B

AK KKKK

1078/0

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



T  
H  
I  
S

JEUS ERE KKKKKKK

P  
A  
G  
E

JEUS V JEJE 1396 OP OP

QVR1

FRM FIRST TACTICAL AIR FORCE (PROV) 031441

TO USSTAF (MAIN) ATTN: D/9OPS AIR STAFF SHAEF (MAIN) ATTN: OPS  
RECORDS AIR MINISTRY WAR ROOM 2ND TAF SIXTH ARMY GROUP  
GR-- BT

U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

R E S T R I C T E D - MULTIPLE

D-708 OPSUM NO. 122 PERIOD 012100 TO 022100

FIGST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

A. AIR COOPERATIONS, FIGHTER, FIGHTER SWEEP

B. 12 SPITS, 8 P-47S

C THROUGH H, NIL

PART III RECCE

7/7 A/C ON WEATHER RECCE

■

PART IV ANNEX

AA. FIRST FRENCH ARMY

BB. 12/0 SPITS, 8/0 P-47S

CC, TO GG, NIL

WESTERN FRENCH AIR FORCE

2/2 A/C ON COASTAL COMMAND MISSION

CLAIMS AND LOOSSES : NIL

-- W E B S T E R --

LBT 031441

LFM K

JEUS R .....031740B GM AR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FROM: 1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS  
SUBJECT: 1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

TO: 1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

INFO:

FROM: 1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

TO: 1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

1ST AIR FORCE (AF) HQ, RANDOLPH AFB, TEXAS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

• 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981, 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993, 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005, 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017, 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029, 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041, 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053, 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065, 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077, 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089, 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101, 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113, 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125, 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137, 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149, 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161, 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173, 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185, 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197, 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209, 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221, 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233, 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245, 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257, 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269, 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281, 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293, 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305, 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317, 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329, 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341, 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353, 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365, 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377, 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389, 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401, 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413, 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425, 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437, 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449, 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461, 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473, 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485, 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497, 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509, 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521, 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533, 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545, 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557, 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569, 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581, 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593, 2594-2595, 2596-2597, 2598-2599, 2600-2601, 2602-2603, 2604-2605, 2606-2607, 2608-2609, 2610-2611, 2612-2613, 2614-2615, 2616-2617, 2618-2619, 2620-2621, 2622-2623, 2624-2625, 2626-2627, 2628-2629, 2630-2631, 2632-2633, 2634-2635, 2636-2637, 2638-2639, 2640-2641, 2642-2643, 2644-2645, 2646-2647, 2648-2649, 2650-2651, 2652-2653, 2654-2655, 2656-2657, 2658-2659, 2660-2661, 2662-2663, 2664-2665, 2666-2667, 2668-2669, 2670-2671, 2672-2673, 2674-2675, 2676-2677, 2678-2679, 2680-2681, 2682-2683, 2684-2685, 2686-2687, 2688-2689, 2690-2691, 2692-2693, 2694-2695, 2696-2697, 2698-2699, 2700-2701, 2702-2703, 2704-2705, 2706-2707, 2708-2709, 2710-2711, 2712-2713,

—

100

100

• • •

...

100

100

100

—

—

—

100

[illegible]

700-900000 N.Y.

7026

MAY 2 1960 10 30 PM

THIS PAGE IS UNCLASSIFIED

21955-

THE UNIVERSITY OF CHICAGO

CHICAGO, ILL.

1960

1961

1962

1963

1964

1965

1966

1967

1968

1969

1970

1971

1972

1973

1974

1975

1976

1977

1978

1979

1980

1981

1982

1983

1984

1985

1986

1987

1988

1989

1990

1991

1992

1993

1994

1995

1996

1997

1998

1999

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

2026

2027

2028

2029

2030

2031

2032

2033

2034

2035

2036

2037

2038

2039

2040

2041

2042

2043

2044

2045

2046

2047

2048

2049

2050

2051

2052

2053

2054

2055

2056

2057

2058

2059

2060

2061

2062

2063

2064

2065

2066

2067

2068

2069

2070

2071

2072

2073

2074

2075

2076

2077

2078

2079

2080

2081

2082

2083

2084

2085

2086

2087

2088

2089

2090

2091

2092

2093

2094

2095

2096

2097

2098

2099

2100

2101

2102

2103

2104

2105

2106

2107

2108

2109

2110

2111

2112

2113

2114

2115

2116

2117

2118

2119

2120

2121

2122

2123

2124

2125

2126

2127

2128

2129

2130

2131

2132

2133

2134

2135

2136

2137

2138

2139

2140

2141

2142

2143

2144

2145

2146

2147

2148

2149

2150

2151

2152

2153

2154

2155

2156

2157

2158

2159

2160

2161

2162

2163

2164

2165

2166

2167

2168

2169

2170

2171

2172

2173

2174

2175

2176

2177

2178

2179

2180

2181

2182

2183

2184

2185

2186

2187

2188

2189

2190

2191

2192

2193

2194

2195

2196

2197

2198

2199

2200

2201

2202

2203

2204

2205

2206

2207

2208

2209

2210

2211

2212

2213

2214

2215

2216

2217

2218

2219

2220

2221

2222

2223

2224

2225

2226

2227

2228

2229

2230

2231

2232

2233

2234

2235

2236

2237

2238

2239

2240

2241

2242

2243

2244

2245

2246

2247

2248

2249

2250

2251

2252

2253

2254

2255

2256

2257

2258

2259

2260

2261

2262

2263

2264

2265

2266

2267

2268

2269

2270

2271

2272

2273

2274

2275

2276

2277

2278

2279

2280

2281

2282

2283

2284

2285

2286

2287

2288

2289

2290

2291

2292

2293

2294

2295

2296

2297

2298

2299

2300

2301

2302

2303

2304

2305

2306

2307

2308

2309

2310

2311

2312

2313

2314

2315

2316

2317

2318

2319

2320

2321

2322

2323

2324

2325

2326

2327

2328

2329

2330

2331

2332

2333

2334

2335

2336

2337

2338

2339

2340

2341

2342

2343

2344

2345

2346

2347

2348

2349

2350

2351

2352

2353

2354

2355

2356

2357

2358

2359

2360

2361

2362

2363

2364

2365

2366

2367

2368

2369

2370

2371

2372

2373

2374

2375

2376

2377

2378

2379

2380

2381

2382

2383

2384

2385

2386

2387

2388

2389

2390

2391

2392

2393

2394

2395

2396

2397

2398

2399

2400

2401

2402

2403

2404

2405

2406

2407

2408

2409

2410

2411

2412

Director  
V. B. G.

7/7 1977 1977 1977.

15/12 2017, 1991 8 7-4710.

[illegible]



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

2072  
~~TR~~ 1930

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB52

JEUS V JEAR NR 3 6213. / JETT 17 OP OP

FROM: HEADQUARTERS, FIRST TACTICAL AIR FORCE (PROV) 021026 B  
TO : 1. USSTAF (MAIN) ATT; D/OPS (RESTRICTED)-OP  
2. AIR STAFF SHAEF (MAIN) ATT; OPS RECORDS (RESTRICTED)-OP  
3. AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED)-OP  
4. 2ND TAF (RESTRICTED)- OP  
5. SIXTH ARMY GROUP (RESTRICTED)- OP

RESTRICTED  
GR-----BT  
NR 0670 FIRST TAC AF (PROV)

OPSUM NUMBER 121 PERIOD 302100 TO 012100

42ND BOMB WING AND XII TAC

PART I MEDIUM BOMBERS

69/25 B-276'S ON ILE D'OLERON GUN POSITIONS V-3123, 46 TONS DEMOS,  
GOOD TO EXCELLENT.

PART II FIGHTERS AND FIGHTER BOMBERS

A. PATROL, AIR COOPERATION, ARMED RECCE, AND NIGHT FIGHTER.

B. 001 B-276'S V-3123.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C. 216 P-47'S, 3 P-61'S.

D. AND SE. NIL.

F. E/A IN AIR 1-8-8.

G. AND H. NIL.

PART III RECCE.

18/18 AIRCRAFT ON WEATHER RECCE.

CLAIMS AND LOSSES: NIL.

PART IV ANNEX

AA. US SEVENTH ARMY

BB. 221/216 PA-47'S, 3/3 P-61'S.

CC. AND DB. NIL.

EE. 1-8-8.

FF. 1 ME-108 ENCOUNTERED AND DESTROYED. FLAK: NIL.

GG. NIL.

----- WEBSTER -----

BT 021006B

JB B K

VV

S

CC: UNDER PART ONE MEDIUM BOMBERS SHLD RD 69/25 B-26'S  
CC: UNDER PART TWO SHLD RD D. AND E. INSTEAD OF SE.  
CC: UNDER PART IV BB. SHLD RD P-47'S INSTEAD OF PA-47'S

K

JE

BT 021006B 7 03 PM

3052

Ref 021904B Aug

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

UNITED STATES OF AMERICA

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

BAD ABLING

THIS PAGE IS UNCLASSIFIED

**THIS PAGE**

U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

3007/01. 0039FMS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 02/10/45 BY 1045B  
f/r

1. The first part of the document  
describes the general situation  
of the country at the time of  
the war. It mentions the  
economic difficulties and the  
political instability. The  
author states that the country  
was in a state of chaos and  
that the population was suffering  
from poverty and disease. The  
document also mentions the  
impact of the war on the country's  
economy and the role of the  
government in the war effort.

2. The second part of the document  
describes the military situation  
of the country. It mentions the  
army and the navy and their  
roles in the war. The author  
states that the military was  
in a state of disarray and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the military  
and the role of the military in  
the war effort.

3. The third part of the document  
describes the political situation  
of the country. It mentions the  
government and the opposition  
and their roles in the war. The  
author states that the political  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the political  
situation and the role of the  
political parties in the war effort.

4. The fourth part of the document  
describes the social situation  
of the country. It mentions the  
population and the social classes  
and their roles in the war. The  
author states that the social  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the social  
situation and the role of the  
social classes in the war effort.

5. The fifth part of the document  
describes the economic situation  
of the country. It mentions the  
economy and the economic classes  
and their roles in the war. The  
author states that the economic  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the economic  
situation and the role of the  
economic classes in the war effort.

6. The sixth part of the document  
describes the cultural situation  
of the country. It mentions the  
culture and the cultural classes  
and their roles in the war. The  
author states that the cultural  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the cultural  
situation and the role of the  
cultural classes in the war effort.

7. The seventh part of the document  
describes the religious situation  
of the country. It mentions the  
religion and the religious classes  
and their roles in the war. The  
author states that the religious  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the religious  
situation and the role of the  
religious classes in the war effort.

8. The eighth part of the document  
describes the international situation  
of the country. It mentions the  
international relations and the  
international classes and their  
roles in the war. The author  
states that the international  
situation was unstable and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the  
international situation and the  
role of the international classes  
in the war effort.

9. The ninth part of the document  
describes the future of the country.  
It mentions the future of the  
country and the future classes  
and their roles in the war. The  
author states that the future of  
the country was uncertain and  
that the country was not  
prepared for a long war. The  
document also mentions the  
impact of the war on the future  
of the country and the role of  
the future classes in the war  
effort.

Rec'd 02/10/45B  
f/r

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

2. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

3. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

4. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

5. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

6. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

7. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

8. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

9. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

10. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

11. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

12. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

13. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

14. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

15. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

16. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

17. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

18. 1000 H. 1000 H. 1000 H. 1000 H. 1000 H.

N

PART III RECCE.

THIS PAGE IS UNCLASSIFIED

414.515

*[Faint, illegible markings]*

— — — — —

— — — — —

1. The first group of people who are interested in the study of the history of the United States are the people who are interested in the history of the United States.

200/100 F-47's.

CC. 10.77 713.

10-1.

44-3-44.

7-01.

FT. 1240: 1241. 1242: 1243. 1244: 1245.  
 1246: 1247. 1248: 1249. 1250: 1251. 1252: 1253. 1254: 1255.  
 1256: 1257. 1258: 1259. 1260: 1261. 1262: 1263. 1264: 1265.  
 1266: 1267. 1268: 1269. 1270: 1271. 1272: 1273. 1274: 1275.  
 1276: 1277. 1278: 1279. 1280: 1281. 1282: 1283. 1284: 1285.  
 1286: 1287. 1288: 1289. 1290: 1291. 1292: 1293. 1294: 1295.  
 1296: 1297. 1298: 1299. 1300: 1301. 1302: 1303. 1304: 1305.  
 1306: 1307. 1308: 1309. 1310: 1311. 1312: 1313. 1314: 1315.  
 1316: 1317. 1318: 1319. 1320: 1321. 1322: 1323. 1324: 1325.  
 1326: 1327. 1328: 1329. 1330: 1331. 1332: 1333. 1334: 1335.  
 1336: 1337. 1338: 1339. 1340: 1341. 1342: 1343. 1344: 1345.  
 1346: 1347. 1348: 1349. 1350: 1351. 1352: 1353. 1354: 1355.  
 1356: 1357. 1358: 1359. 1360: 1361. 1362: 1363. 1364: 1365.  
 1366: 1367. 1368: 1369. 1370: 1371. 1372: 1373. 1374: 1375.  
 1376: 1377. 1378: 1379. 1380: 1381. 1382: 1383. 1384: 1385.  
 1386: 1387. 1388: 1389. 1390: 1391. 1392: 1393. 1394: 1395.  
 1396: 1397. 1398: 1399. 1400: 1401. 1402: 1403. 1404: 1405.  
 1406: 1407. 1408: 1409. 1410: 1411. 1412: 1413. 1414: 1415.  
 1416: 1417. 1418: 1419. 1420: 1421. 1422: 1423. 1424: 1425.  
 1426: 1427. 1428: 1429. 1430: 1431. 1432: 1433. 1434: 1435.  
 1436: 1437. 1438: 1439. 1440: 1441. 1442: 1443. 1444: 1445.  
 1446: 1447. 1448: 1449. 1450: 1451. 1452: 1453. 1454: 1455.  
 1456: 1457. 1458: 1459. 1460: 1461. 1462: 1463. 1464: 1465.  
 1466: 1467. 1468: 1469. 1470: 1471. 1472: 1473. 1474: 1475.  
 1476: 1477. 1478: 1479. 1480: 1481. 1482: 1483. 1484: 1485.  
 1486: 1487. 1488: 1489. 1490: 1491. 1492: 1493. 1494: 1495.  
 1496: 1497. 1498: 1499. 1500: 1501. 1502: 1503. 1504: 1505.  
 1506: 1507. 1508: 1509. 1510: 1511. 1512: 1513. 1514: 1515.  
 1516: 1517. 1518: 1519. 1520: 1521. 1522: 1523. 1524: 1525.  
 1526: 1527. 1528: 1529. 1530: 1531. 1532: 1533. 1534: 1535.  
 1536: 1537. 1538: 1539. 1540: 1541. 1542: 1543. 1544: 1545.  
 1546: 1547. 1548: 1549. 1550: 1551. 1552: 1553. 1554: 1555.  
 1556: 1557. 1558: 1559. 1560: 1561. 1562: 1563. 1564: 1565.  
 1566: 1567. 1568: 1569. 1570: 1571. 1572: 1573. 1574: 1575.  
 1576: 1577. 1578: 1579. 1580: 1581. 1582: 1583. 1584: 1585.  
 1586: 1587. 1588: 1589. 1590: 1591. 1592: 1593. 1594: 1595.  
 1596: 1597. 1598: 1599. 1600: 1601. 1602: 1603. 1604: 1605.  
 1606: 1607. 1608: 1609. 1610: 1611. 1612: 1613. 1614: 1615.  
 1616: 1617. 1618: 1619. 1620: 1621. 1622: 1623. 1624: 1625.  
 1626: 1627. 1628: 1629. 1630: 1631. 1632: 1633. 1634: 1635.  
 1636: 1637. 1638: 1639. 1640: 1641. 1642: 1643. 1644: 1645.  
 1646: 1647. 1648: 1649. 1650: 1651. 1652: 1653. 1654: 1655.  
 1656: 1657. 1658: 1659. 1660: 1661. 1662: 1663. 1664: 1665.  
 1666: 1667. 1668: 1669. 1670: 1671. 1672: 1673. 1674: 1675.  
 1676: 1677. 1678: 1679. 1680: 1681. 1682: 1683. 1684: 1685.  
 1686: 1687. 1688: 1689. 1690: 1691. 1692: 1693. 1694: 1695.  
 1696: 1697. 1698: 1699. 1700: 1701. 1702: 1703. 1704: 1705.  
 1706: 1707. 1708: 1709. 1710: 1711. 1712: 1713. 1714: 1715.  
 1716: 1717. 1718: 1719. 1720: 1721. 1722: 1723. 1724: 1725.  
 1726: 1727. 1728: 1729. 1730: 1731. 1732: 1733. 1734: 1735.  
 1736: 1737. 1738: 1739. 1740: 1741. 1742: 1743. 1744: 1745.  
 1746: 1747. 1748: 1749. 1750: 1751. 1752: 1753. 1754: 1755.  
 1756: 1757. 1758: 1759. 1760: 1761. 1762: 1763. 1764: 1765.  
 1766: 1767. 1768: 1769. 1770: 1771. 1772: 1773. 1774: 1775.  
 1776: 1777. 1778: 1779. 1780: 1781. 1782: 1783. 1784: 1785.  
 1786: 1787. 1788: 1789. 1790: 1791. 1792: 1793. 1794: 1795.  
 1796: 1797. 1798: 1799. 1800: 1801. 1802: 1803. 1804: 1805.  
 1806: 1807. 1808: 1809. 1810: 1811. 1812: 1813. 1814: 1815.  
 1816: 1817. 1818: 1819. 1820: 1821. 1822: 1823. 1824: 1825.  
 1826: 1827. 1828: 1829. 1830: 1831. 1832: 1833. 1834: 1835.  
 1836: 1837. 1838: 1839. 1840: 1841. 1842: 1843. 1844: 1845.  
 1846: 1847. 1848: 1849. 1850: 1851. 1852: 1853. 1854: 1855.  
 1856: 1857. 1858: 1859. 1860: 1861. 1862: 1863. 1864: 1865.  
 1866: 1867. 1868: 1869. 1870: 1871. 1872: 1873. 1874: 1875.  
 1876: 1877. 1878:

33. 1-457.

*[Faint, illegible handwritten notes]*

3087/01  
R 2210



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1. The first group of variables includes the demographic characteristics of the respondents, such as age, gender, and education level. These variables are used to control for potential confounding factors that may influence the relationship between the independent and dependent variables.

1000

1

1111

...the ... ..

Figure 1. The effect of the concentration of the *Agaricus bisporus* spores on the growth of *Agaricus bisporus* and *Agaricus bisporus* spores on the growth of *Agaricus bisporus* spores.

1. 1990

1

• 22 -

1990

•

1000-0000/97/0000-0000\$05.00/0

1. 4 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 104

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains.

[illegible][illegible]

• A •

• 22 :

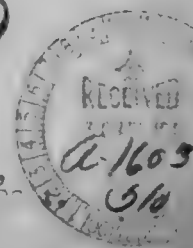
1990

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED  
DATE 1-2-81 BY 6032 UCBAW

7. *Chlorophyll a* and *Chlorophyll b* contents were determined by the method of Lichtenthaler and Whistler (1973).

EF. MODERATE ACCURATE LIGHT 73346, 73396, 73394, 75363. MODERATE

33650



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1013/30

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

100

• • • •

Robert H. H. H. H.

.....

*(continued)*

100-361377-100 (100)

[illegible]

1. JAMES HIGGINS, 111 COOPERATION, LENTHER ST, CIVIL SERV.  
2. 200-3-47'S.  
3. 100-3-47'S.  
4. 100-3-47'S.  
5. 100-3-47'S, 10.00 FEET, 7.0 IN, 4.5 IN, 11 IN. CIVIL SERV.  
6. 100-3-47'S.  
7. 100-3-47'S.  
8. 100-3-47'S.

PART III RECD.

24/24 T:00/00.

4/4 F/2.

CLARK AND LOESS, ILL.

PART IV. ARMY.

AA. SEVENTH US ARMY.

20. 222/199 P-47. 'C.

CC. 42.77 T.C.S.

BR. M/T 129-88, TRAILERS 4-6, TANKS 6-8, AFV 2-2, HOW 9-3, LOCOM 3-5,  
BR CAC// CAC 11-30, BLISS' 68-67, GUNS 2-7, MASCARS 2-1, TRACTORS 2-1,  
MOTORCYCLES 2-1.

EE. 44-2-44.

FF. -E/A: NIL. FLAK: INTENSE HEAVY Y-2361. INTENSE LIGHT LAMESKUT,  
Z-0261, Z-3151, Z-2813, Z-1628, Z-2135, Z-2359, Z-2273, Y-9155,  
Y-9740, Y-9926, Y-7525, Y-9442, Y-3528, Y-9042, Y-0552, Y-9927,  
Y-7734, Y-883, Y-5650. SCANT LIGHT MUNICH/ REIN, Z-0034, Z-1528.

THIS PAGE IS UNCLASSIFIED

37 3015-2

.....

THE BUREAU OF THE ARMY NO. 0-013 PAGES TWO TWO  
(UNCLASSIFIED EDITION)  
ARMY GROUND FORCE 110 TROOP 0-013 TO 0-013

... 1913

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

V  
JUS 23

JEUS V JEJE NR 1312/51 -OP-OP-

QVR 1

FROM FIRST TACTICAL AIR FORCE (PROV) 512947B

- TO
1. USSTAD (MAIN) ATTN: D/O P S
  2. AIR STAFF SHAEF (MAIN) OPS RECORDS
  3. AIR MINISTRY WAR ROOM WHITEHALL
  4. 2ND TAF
  5. SIXTH ARMY GROUP

NR D-631 FIRST TAC AF (PROV) MULTIPLE ADDRESS BT

OPSUM NUMBER 125 PERIOD 292100 TO 302100

XII TAC AND 42ND BOMB WING

PART I MEDIUM BOMBERS

15/18 B-26'S ON GUN POSITIONS ON ILE D'OLERON -VT-218537, 30.42 TONS  
DEMOS, EXCELLENT.

17/17 B-26'S ON GUN POSITIONS ON ILE D'OLERON -VT-175069, 33 TONS DEMOS  
EXCELLENT.

17/17 B-26'S ON MINE FIELD ON ILE D'OLERON -VT-175069, 28.25 TONS DEMOS  
EXCELLENT.

18/18 B-26'S ON GUN POSITIONS ON ILE D'OLERON -VT-175069, 34 TONS DEMOS  
EXCELLENT.

26/26 B-26'S DISPATCHED, ABORTED DUE TARGET WEATHER,

CORRECTION:---PART IV ANNEX LINE DD. PLEASE INSERT "STAFF CARS"  
AFTER TANKS 1-1. EPT INSERT STAFF CARS AFTER TANKS 1-1.

*Rec'd 01/14/53*  
*WIT: J. R. R.*

06/18 B-26'S DISPATCHED. ABORTED DUE TARGET WEATHER.

17/15 B-26'S ON TROOP CONCENTRATION AREA, ILE D'OLERON, -VT-215035, 17.2  
TONS

TONS FRAGS, NRO, (S).

18/16 B-26'S ON SAME TARGET AS ABOVE, 21.8 TONS FRAGS, NRO, (S).

18/17 B-26'S ON MINE FIELD ON ILE D' OLERON, -VT-215035, 28.8 TONS DEMOS  
POOR, (S).

18/18 B-26'S ON MINE FIELD ON ILE D' OLERON VT-215035, 31.8 TONS DEMOS,  
EXCELLENT, (S).

20/20 B-26'S ON GUN POSITION ON ILE D' OLERON VT-172073, 33.62 TONS  
DEMOS, EXCELLENT, (S).

20/20 B-26'S ON MINEFIELD ON ILE D' OLERON VT-215035, 32.8 TONS DEMOS,  
EXCELLENT, (S).

20/18 B-26'S ON TROOP CONCENTRATION AREA, ILE D' OLERON VT-215035, 28.6  
TONS FRAGS, NRO, (S).

20/18 B-26'S ON SAME TARGET AS ABOVE, 21.6 TONS FRAGS, NRO, (S).

19/18 B-26'S ON SAME TARGET, 21.6 TONS FRAGS, NRO, (S).

12/18 B-26'S DISPATCHED, BUT ABORTED DUE TARGET WEATHER.

CLAIMS AND LOSSES: N I L .

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

**PART II FIGHTERS AND FIGHTER BOMBERS**  
-----

- A. AIR COOPERATION, ARMED RECCE.
- B. 100 P-47'S, 12 P-61'S.
- C. 101 P-47'S, 12 P-61'S.
- D. 8.72 FRAGS, .5 GP, 3 IN, 3 RDX, 4.5 NAPALM.
- E. W I L .
- F. E/A IN AIR 2-8-8; E/A ON GROUND 13-8-17.
- G. 1 P-47.
- H. 3 P-47'S.

**PART III RECCE.**  
-----

6/8 A/C ON 3 VISUAL RECCE MISSIONS.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

PART IV ANNEX

AA. SEVENTH U S ARMY.

BB. 195/191 P-47'S, 12/12 P-61'S.

CC. 19.72 TONS.

DD. M/T 224-191, AFV 8-5, BLDGS 17-8, LOCOS 1-8, TANKS 1-1,  
5-4, ROAD BLOCKS 1.

EE. 15-8-17.

FF. 2 JU-88'S FLYING SOUTH ON DECK AT Y-9528 AT 8930 HOURS, WERE  
ENGAGED AND 1 JU-88 WAS DESTROYED BY MISSION, OTHER E/A  
DESTROYED BY FIGHTER BOMBERS.

12/8 B-26'S DISPATCHED, BUT ABORTED DUE TARGET WEATHER.

CLAIMS AND LOSSES: N I L .



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

A. AIR COOPERATION, ARMED RECCE.

PLAKS INTENSE LIGHT PUNCH, Y-7845, Z-8763, Z-1859, Y-958283.

GG. 3 P-47'S.

---WEBSTER---

BT 618947B

POKED 1125Z BOB O.....

CORRECTION:---PART IV ANNEX LINE DD. PLSE INSERT "STAFF CARS"  
AFTER TANKS 1-1. RPT INSERT STAFF CARS AFTER TANKS 1-1.

7023/01

Rec'd 01/14/83  
JTS

17/17 B-26'S ON GUN POSITIONS ON ILE D'OLERON -VT-175869, 30 TONS DEMOS,  
EXCELLENT.  
17/17 B-26'S ON MINE FIELD ON ILE D'OLERON -VT-175869, 28.25 TONS DEMOS,  
EXCELLENT.  
16/18 B-26'S ON GUN POSITIONS ON ILE D'OLERON -VT-175869, 34 TONS DEMOS,  
EXCELLENT.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

PLC

HQ, US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT SECRET

In reply cite: XVAF E 2560

1 May 1945

From: HQ FIFTEENTH AF 011145B

Internal address:

Sgd: Twining

To : HQ USSTAF MAIN 011230B

HQ EIGHTH AF

HQ USSTAF REAR

HQ USSTAF REDLINE

CASERTA

HQ NINTH AF ADV

Unfavorable weather forecast precludes planning of operations at this time for 2 May. Weather will be reviewed and final decision made at 1630B hours.

MAF 205 Group standing down night 1/2 May.

USSTAF MAIN DISTRIBUTION:

Action: D/Ops. (5)

Info : D/CG Ops.  
D/Intel. (5)  
C/S  
USSTAF ADV  
AG Records

USSTAF MAIN-IN 33871

SECRET

THIS PAGE IS UNCLASSIFIED

31955

D/OPS  
2/17/17 ~~stakeout~~

A-1064

FBI LABORATORY (FBI) REPORT NO. 41 - DATE 08/01/97 BY 6010

747/724 P-477, 27 JUL 1947.  
 111.12  
 111.21-22, 111.23-24, 111.25-26, 111.27-28, 111.29-30, 111.31-32, 111.33-34, 111.35-36, 111.37-38, 111.39-40, 111.41-42, 111.43-44, 111.45-46, 111.47-48, 111.49-50, 111.51-52, 111.53-54, 111.55-56, 111.57-58, 111.59-60, 111.61-62, 111.63-64, 111.65-66, 111.67-68, 111.69-70, 111.71-72, 111.73-74, 111.75-76, 111.77-78, 111.79-80, 111.81-82, 111.83-84, 111.85-86, 111.87-88, 111.89-90, 111.91-92, 111.93-94, 111.95-96, 111.97-98, 111.99-100, 111.101-102, 111.103-104, 111.105-106, 111.107-108, 111.109-110, 111.111-112, 111.113-114, 111.115-116, 111.117-118, 111.119-120, 111.121-122, 111.123-124, 111.125-126, 111.127-128, 111.129-130, 111.131-132, 111.133-134, 111.135-136, 111.137-138, 111.139-140, 111.141-142, 111.143-144, 111.145-146, 111.147-148, 111.149-150, 111.151-152, 111.153-154, 111.155-156, 111.157-158, 111.159-160, 111.161-162, 111.163-164, 111.165-166, 111.167-168, 111.169-170, 111.171-172, 111.173-174, 111.175-176, 111.177-178, 111.179-180, 111.181-182, 111.183-184, 111.185-186, 111.187-188, 111.189-190, 111.191-192, 111.193-194, 111.195-196, 111.197-198, 111.199-200, 111.201-202, 111.203-204, 111.205-206, 111.207-208, 111.209-210, 111.211-212, 111.213-214, 111.215-216, 111.217-218, 111.219-220, 111.221-222, 111.223-224, 111.225-226, 111.227-228, 111.229-230, 111.231-232, 111.233-234, 111.235-236, 111.237-238, 111.239-240, 111.241-242, 111.243-244, 111.245-246, 111.247-248, 111.249-250, 111.251-252, 111.253-254, 111.255-256, 111.257-258, 111.259-260, 111.261-262, 111.263-264, 111.265-266, 111.267-268, 111.269-270, 111.271-272, 111.273-274, 111.275-276, 111.277-278, 111.279-280, 111.281-282, 111.283-284, 111.285-286, 111.287-288, 111.289-290, 111.291-292, 111.293-294, 111.295-296, 111.297-298, 111.299-300, 111.301-302, 111.303-304, 111.305-306, 111.307-308, 111.309-310, 111.311-312, 111.313-314, 111.315-316, 111.317-318, 111.319-320, 111.321-322, 111.323-324, 111.325-326, 111.327-328, 111.329-330, 111.331-332, 111.333-334, 111.335-336, 111.337-338, 111.339-340, 111.341-342, 111.343-344, 111.345-346, 111.347-348, 111.349-350, 111.351-352, 111.353-354, 111.355-356, 111.357-358, 111.359-360, 111.361-362, 111.363-364, 111.365-366, 111.367-368, 111.369-370, 111.371-372, 111.373-374, 111.375-376, 111.377-378, 111.379-380, 111.381-382, 111.383-384, 111.385-386, 111.387-388, 111.389-390, 111.391-392, 111.393-394, 111.395-396, 111.397-398, 111.399-400, 111.401-402, 111.403-404, 111.405-406, 111.407-408, 111.409-410, 111.411-412, 111.413-414, 111.415-416, 111.417-418, 111.419-420, 111.421-422, 111.423-424, 111.425-426, 111.427-428, 111.429-430, 111.431-432, 111.433-434, 111.435-436, 111.437-438, 111.439-440, 111.441-442, 111.443-444, 111.445-446, 111.447-448, 111.449-450, 111.451-452, 111.453-454, 111.455-456, 111.457-458, 111.459-460, 111.461-462, 111.463-464, 111.465-466, 111.467-468, 111.469-470, 111.471-472, 111.473-474, 111.475-476, 111.477-478, 111.479-480, 111.481-482, 111.483-484, 111.485-486, 111.487-488, 111.489-490, 111.491-492, 111.493-494, 111.495-496, 111.497-498, 111.499-500, 111.501-502, 111.503-504, 111.505-506, 111.507-508, 111.509-510, 111.511-512, 111.513-514, 111.515-516, 111.517-518, 111.519-520, 111.521-522, 111.523-524, 111.525-526, 111.527-528, 111.529-530, 111.531-532, 111.533-534, 111.535-536, 111.537-538, 111.539-540, 111.541-542, 111.543-544, 111.545-546, 111.547-548, 111.549-550, 111.551-552, 111.553-554, 111.555-556, 111.557-558, 111.559-560, 111.561-562, 111.563-564, 111.565-566, 111.567-568, 111.569-570, 111.571-572, 111.573-574, 111.575-576, 111.577-578, 111.579-580, 111.581-582, 111.583-584, 111.585-586, 111.587-588, 111.589-590, 111.591-592, 111.593-594, 111.595-596, 111.597-598, 111.599-600, 111.601-602, 111.603-604, 111.605-606, 111.607-608, 111.609-610, 111.611-612, 111.613-614, 111.615-616, 111.617-618, 111.619-620, 111.621-622, 111.623-624, 111.625-626, 111.627-628, 111.629-630, 111.631-632, 111.633-634, 111.635-636, 111.637-638, 111.639-640, 111.641-642, 111.643-644, 111.645-646, 111.647-648, 111.649-650, 111.651-652, 111.653-654, 111.655-65

[illegible]

77/21/2F

T 3425067

CC TCC 333333-

[illegible]

100-37142-100 30/06/11 23003 100 17

2003/01 005243

THIS PAGE IS UNCLASSIFIED

BB. 68/67 P-47S, 1/1 P-61, 6/6 AIRCRAFT.

STATIONS STATIONED AT FOR J. J. LUCAS

1.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 2.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 3.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 4.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 5.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 6.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 7.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 8.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 9.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$   
 10.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

553

OPSUM NUMBER 118 PERIOD 272150 TO 282150

4211 ECHO WING AND XII TAC

## PART I MEDIUM BOMBERS

NIL OPERATIONS DUE WEATHER.

## PART II FIGHTERS AND FIGHTER BOMBERS

A. NIGHT FIGHTERS, AIR COOPERATION, ARMED RECCE, DIVE BOMBING STRAFING , WEATHER RECCE.

B. 1 P-61, 6E P-47S , 6 AIRCRAFT.

C. 1 P-68, 67 P-47S, 6 AIRCRAFT.

D. 1.44 TONS FRAGS

E. THRU H. NIL.

PART IV ANNEX

AA. SEVENTH U.S. ARMY.

BB. 68/67 P-47S, 1/1 P-61, 6/6 AIRCRAFT.

C. 1.44 TONS

DD. BLDUS 10-20, M/T, IN 1-0.

EE. THRU GG. NIL.

WEBSTER

BT 29947B  
AS F C  
CC DTG 290947B.  
ACS  
AS FOR K WITH RP  
OVJEUS KK WITH R PSE  
SEUS R.....291140B NJC KK

33479

1042/29

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

33478

1044/29

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

0  
JEU V JEJE 1207 OF CP  
QVR1

FROM 1ST TAC AF (PROV)  
TO JEU AFA AMY XSM JEND  
R E C T R I C T E D

BT

MULTIPLE ADDRESS

NO 0545

OPRUT NUMBER 122 PERIOD 112022 TO 122022

XIN TAC AND 42ND BOMB WING

PART I - MEDIUM BOMBERS - NO OPERATIONS .

PART II - FIGHTERS AND FIGHTER BOMBERS

A. DIVE BOMB, ARMED RECCE, AIR CO-OPERATION, FIGHTER  
SWEETS, NIGHT/FIGHTERS .

B. 377 F-47C, 5 BEAUFIGHTERS.

C. 369 F-47C, 5 BEAUFIGHTERS.

D. 58.76 TONS FRAGS, 11. IB, 18.5 GP, 3.5 SAP, 2. RDX  
AND 33 ROCKETS WERE FIRED .

E. NIL.

F. E/A IN AIR 4-1-2, E/A ON ORD 59-2-67.

G. AND H. NIL .

PART III RECCE

58/58 A/C ON 29 VISUAL RECCE MISSIONS, 2 A/C ON SPECIAL  
TASK MISSION.

• CLAIMS AND LOSSES : NIL.

*Diops*

*Diops*

*107 1322*

1000 10 - 100000

AA. SEVENTH U.S. ARMY  
 BB. 377/369 P-47S, 5/5 BEAUFIGHTERS.  
 CC. 93.67 TONS AND 33 ROCKETS  
 DD. M/T 75-16, BLDGS 225-37, RAIL CUTS 1, TANKS 1-1 ,  
 HDV 12-1, GUN 0-2 , RR CONTROL TOWER 0-1,  
 HANGERS 12-4 , RR CARS 37-24, LOCOS 1-18 ,  
 MOTORCYCLES 2-0 , GAS STORAGE TANK 1-0, M/Y 2 .

EE. 63-1-69.

FF. E/A: 2 FW190S GREY COLORED 500 FT GOING EAST, SQUADRON  
 TURNED AND CHASED AT ALTITUDE 7000 FT, THEN SAW 3 ME 109S  
 GOING WEST 9000 FT COMBAT ENSUED 1200 HRS VICINITY 0-8000.  
 E/A LIGHT GREY, HAS BLACK BLACK AND WHITE SPRIL SPINNERS.  
 3. MORE ME109S SEEN AT 9000 FT BETWEEN CLOUD  
 LAYERS, NO CONTACT. CLAIM 1-0-1 ME129S. 1 ME262,

GOING SOUTH CLAIMXXXXXXXXX CLAILCHEIM 4000 FT 1745HRS,  
 NO CONTACT . 1 ME 109 WHITE SPINNER GOING SOUTHEAST ON DECK  
 T2050 AT 1750 HRS, NO CONTACT. 10 TO 12 ME1129S FLYING

NORTH AT 18570 0625 HRS, E/A LOST IN RAIN CLOUD, LATER  
 CONTROLLER CALLED SAYING E/A WERE ATTACKING VICINITY  
 ROTHENBURG, MISSION SPOTTED E/A IN THAT VICINITY. CLAIM  
 3-1-1. FLAK: INTENSE HEAVY 11586,  
 00437, NURNBURG, S0911 R8820 0-2800 WOBLINGEN INTENSE LIGHT

X5765 T7491 0-6303 S1464 S1045 N7518 S2547 S1551 S0647  
 LUDWIGSBURG WOBLINGEN MANBACH S2333 R9224 MODERATE  
 LIGHT T1042 T7912 S0510 S1040 0-7962 T8371 0-3555

LUDWIGSBURG SCANT LIGHT S0911 R8820 S5358 T2096 0-7961  
 2-4350 REGENSPURG T6524 INGOLSTADT T5819 T4475 0-3956.

SMALL ARMS FIRE CRAILCHEIM S1972 0-7962.

GG NIL .

WEBSTER

BT 282136B

AS

ASASASASOK

IN PART II LINE F WA ON GRD IMI GRD

7TH LINE FM END SECOND GP T7419 IMI T7419

RKN K

V

JEJE RD.....

PLS IMI IN HEADING TIME  
 FROM 1ST TAD AF (PROV) ??

HOW MUCH DO U WANT REPEATED  
 JUST THE DAT E AND TIME

282136B

OK TKS

JEUS R...../2224// .....290554B LWF KK

1025109



JEUS AFA AMY XSM JEND V JETF NR 15 "OP OP"

FROM FIRST TAC AF (PROV) 280915B  
TO USSTAF (MAIN) ATT: D/OPS (RESTRICTED) -OP  
AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS (RESTRICTED) -OP  
AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED) - OP  
2ND TAF (RESTRICTED) -OP  
SIXTH ARMY GROUP (RESTRICTED) -OP

MULTIPLE ADDRESS BT

NO D 515 FIRST TAC AF (PROV)

OPSUM NUMBER 117 PERIOD 262100 TO 272100

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

- A. FIGHTER SWEEP S, ESCORT, TAC/R.
- B. 47 SPITFIRES, 77 P-47'S.
- C. 46 SPITFIRES, 65 P-47'S.
- D. 7.18 TONS G.P.
- E. THRU H. NIL.

PART III RECCE.

10/12 AIRCRAFT ON 4 TAC/R AND 1 P/R.

CLAIMS AND LOSSES: NIL.

PART IV ANNEX

- AA. FRENCH FIRST ARMY.
- BB. 47/26 SPITFIRES, 77/65 P-47'S.
- CC. 7.18 TONS.
- DD. M/T 18-1, BLDGS 26-15, MOTORCYCLES 2-0, RR CARS 15-20, HDV 5-1, LOCOS 1-0, FLAK POSITION 1-0, AUTOS 6-0.
- EE. NIL.
- FF. E/A: NIL. FLAK: MODERATE INTENSE LIGHT: X-7302.  
-----  
INTENSE INACCURATE HEAVY: C-0985.  
-----
- GG. NIL. D 5/5

PART V WESTERN FRENCH AIR FORCE

3/1 AIRCRAFT ON P/R OVER ISLAND OF OLERON

CLAIMS AND LOSSES: NIL.

WEBSTER

BT  
SIB B

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

181831

1. 247-47'S, 11-7-81'S.

2. 247-47'S, 11-7-81'S.

3. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

4. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

5. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

6. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

7. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

8. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

9. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

10. 247-47'S, 11-7-81'S.

11. 247-47'S, 11-7-81'S.

12. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

13. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

14. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

15. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

16. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

17. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

18. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

19. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

20. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

21. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

22. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

23. 11-48 TMS 1-2, 3-4, 5-6, 7-8.

15531

1. 1991 2. 1992 3. 1993 4. 1994 5. 1995 6. 1996 7. 1997 8. 1998 9. 1999 10. 2000 11. 2001 12. 2002 13. 2003 14. 2004 15. 2005 16. 2006 17. 2007 18. 2008 19. 2009 20. 2010 21. 2011 22. 2012 23. 2013 24. 2014 25. 2015 26. 2016 27. 2017 28. 2018 29. 2019 30. 2020 31. 2021 32. 2022 33. 2023 34. 2024 35. 2025 36. 2026 37. 2027 38. 2028 39. 2029 40. 2030 41. 2031 42. 2032 43. 2033 44. 2034 45. 2035 46. 2036 47. 2037 48. 2038 49. 2039 50. 2040 51. 2041 52. 2042 53. 2043 54. 2044 55. 2045 56. 2046 57. 2047 58. 2048 59. 2049 60. 2050 61. 2051 62. 2052 63. 2053 64. 2054 65. 2055 66. 2056 67. 2057 68. 2058 69. 2059 70. 2060 71. 2061 72. 2062 73. 2063 74. 2064 75. 2065 76. 2066 77. 2067 78. 2068 79. 2069 80. 2070 81. 2071 82. 2072 83. 2073 84. 2074 85. 2075 86. 2076 87. 2077 88. 2078 89. 2079 90. 2080 91. 2081 92. 2082 93. 2083 94. 2084 95. 2085 96. 2086 97. 2087 98. 2088 99. 2089 100. 2090 101. 2091 102. 2092 103. 2093 104. 2094 105. 2095 106. 2096 107. 2097 108. 2098 109. 2099 110. 2100 111. 2101 112. 2102 113. 2103 114. 2104 115. 2105 116. 2106 117. 2107 118. 2108 119. 2109 120. 2110 121. 2111 122. 2112 123. 2113 124. 2114 125. 2115 126. 2116 127. 2117 128. 2118 129. 2119 130. 2120 131. 2121 132. 2122 133. 2123 134. 2124 135. 2125 136. 2126 137. 2127 138. 2128 139. 2129 140. 2130 141. 2131 142. 2132 143. 2133 144. 2134 145. 2135 146. 2136 147. 2137 148. 2138 149. 2139 150. 2140 151. 2141 152. 2142 153. 2143 154. 2144 155. 2145 156. 2146 157. 2147 158. 2148 159. 2149 160. 2150 161. 2151 162. 2152 163. 2153 164. 2154 165. 2155 166. 2156 167. 2157 168. 2158 169. 2159 170. 2160 171. 2161 172. 2162 173. 2163 174. 2164 175. 2165 176. 2166 177. 2167 178. 2168 179. 2169 180. 2170 181. 2171 182. 2172 183. 2173 184. 2174 185. 2175 186. 2176 187. 2177 188. 2178 189. 2179 190. 2180 191. 2181 192. 2182 193. 2183 194. 2184 195. 2185 196. 2186 197. 2187 198. 2188 199. 2189 200. 2190 201. 2191 202. 2192 203. 2193 204. 2194 205. 2195 206. 2196 207. 2197 208. 2198 209. 2199 200. 2200 201. 2201 202. 2202 203. 2203 204. 2204 205. 2205 206. 2206 207. 2207 208. 2208 209. 2209 210. 2210 211. 2211 212. 2213 213. 2214 214. 2215 215. 2216 216. 2217 217. 2218 218. 2219 219. 2220 220. 2221 221. 2222 222. 2223 223. 2224 224. 2225 225. 2226 226. 2227 227. 2228 228. 2229 229. 2230 230. 2231 231. 2232 232. 2233 233. 2234 234. 2235 235. 2236 236. 2237 237. 2238 238. 2239 239. 2240 240. 2241 241. 2242 242. 2243 243. 2244 244. 2245 245. 2246 246. 2247 247. 2248 248. 2249 249. 2250 250. 2251 251. 2252 252. 2253 253. 2254 254. 2255 255. 2256 256. 2257 257. 2258 258. 2259 259. 2260 260. 2261 261. 2262 262. 2263 263. 2264 264. 2265 265. 2266 266. 2267 267. 2268 268. 2269 269. 2270 270. 2271 271. 2272 272. 2273 273. 2274 274. 2275 275. 2276 276. 2277 277. 2278 278. 2279 279. 2280 280. 2281 281. 2282 282. 2283 283. 2284 284. 2285 285. 2286 286. 2287 287. 2288 288. 2289 289. 2290 290. 2291 291. 2292 292. 2293 293. 2294 294. 2295 295. 2296 296. 2297 297. 2298 298. 2299 299. 2300 300. 2301 301. 2302 302. 2303 303. 2304 304. 2305 305. 2306 306. 2307 307. 2308 308. 2309 309. 2310 310. 2311 311. 2312 312. 2313 313. 2314 314. 2315 315. 2316 316. 2317 317. 2318 318. 2319 319. 2320 320. 2321 321. 2322 322. 2323 323. 2324 324. 2325 325. 2326 326. 2327 327. 2328 328. 2329 329. 2330 330. 2331 331. 2332 332. 2333 333. 2334 334. 2335 335. 2336 336. 2337 337. 2338 338. 2339 339. 2340 340. 2341 341. 2342 342. 2343 343. 2344 344. 2345 345. 2346 346. 2347 347. 2348 348. 2349 349. 2350 350. 2351 351. 2352 352. 2353 353. 2354 354. 2355 355. 2356 356. 2357 357. 2358 358. 2359 359. 2360 360. 2361 361. 2362 362. 2363 363. 2364 364. 2365 365. 2366 366. 2367 367. 2368 368. 2369 369. 2370 370. 2371 371. 2372 372. 2373 373. 2374 374. 2375 375. 2376 376. 2377 377. 2378 378. 2379 379. 2380 380. 2381 381. 2382 382. 2383 383. 2384 384. 2385 385. 2386 386. 2387 387. 2388 388. 2389 389. 2390 390. 2391 391. 2392 392. 2393 393. 2394 394. 2395 395. 2396 396. 2397 397. 2398 398. 2399 399. 2400 400. 2401 401. 2402 402. 2403 403. 2404 404. 2405 405. 2406 406. 2407 407. 2408 408. 2409 409. 2410 410. 2411 41

[illegible]

... ..

Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group (CG) and the experimental group (EG). The CG was divided into two subgroups: the control group (CG) and the control group (CG). The EG was divided into two subgroups: the experimental group (EG) and the experimental group (EG). The subjects were divided into two groups: the control group (CG) and the experimental group (EG). The CG was divided into two subgroups: the control group (CG) and the control group (CG). The EG was divided into two subgroups: the experimental group (EG) and the experimental group (EG).

[illegible]

1. The first group of authors (e.g., [1, 2]) considers the problem of the control of the motion of a mechanical system with a single degree of freedom. The control is realized by means of a single control signal. The control is realized by means of a single control signal. The control is realized by means of a single control signal.

- 247.1-4710, 11.7-0110.
- 248.1-4710, 11.7-0110.
- 11.42710-4710, 11.7-0110.
- 11.42710.
- 11.42710-4710, 11.7-0110.
- 11.42710.
- 11.42710.

1. *Chlorophyll a* and *Chlorophyll b* were determined by the method of Arar and Collins (1971) using a Shimadzu 1601 UV-Visible Spectrophotometer.

- [illegible]

1711: 1-447, -357.

COAST GUARD VESSEL NO. 1, Y-4000, Y-3300, Y-3200.

1. FILED 11011: 7-5, 7-2646, 7-1445, 7-1001.

IDENT. LIST: V-31: 1, 1-7 30, V-66-4, V-88-1, V-90-7.

SUNNY LIGHT: Y-4756, Y-1416, Y-2336, Y-3 16, LAYBURN.

33. 2 F-47'S.

1116

— 57 —

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

JEHD JEUS AFA ANY XSM JEHD V U// JETT NR 29 "OP"

FROM FIRST TAC AF (PROV) 281118B  
TO USSTAF (MAIN) ATT: D/OPS (RESTRICTED) -OP  
AIR STAFF SHAET (MAIN) ATTN: OPS RECORDS (RESTRICTED) -OP  
AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED) -OP  
2ND TAF (RESTRICTED) -OP  
SIXTH ARMY GROUP (RESTRICTED) -OP

MULTIPLE ADDRESS BT

NO D 496 FIRST TAC AF (PROV)

OPSUM NUMBER 116 PERIOD 252100 TO 262100.

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

- 319.15
- A. AIR COOPERATION AND FIGHTER SWEEPS.
  - B. 107 P-47'S, 45 SPITFIRES.
  - C. 107 P-47'S, 45 SPITFIRES.
  - D. 14.84 TONS FRAG, 2 TONS I. B., 3 TONS G.P..
  - E. NIL.
  - F. NIL.
  - G. & H. NIL

PART III RECCE.

- 1 AIRCRAFT ON PHOTO RECCE.
- 11 AIRCRAFT ON 3 VISUAL RECCE MISSIONS.
- CLAIMS AND LOSSES: NIL.

PART IV ANNEX

- 34078
- AA. FIRST FRENCH ARMY.
  - BB. 107/107 P-47'S, 45/45 SPITFIRES.
  - CC. 19.84 TONS.
  - DD. M/T 26-0, AUTOS 31-0, HORSES KILLED 20, LOCOS 1-2, HDV 6-0,  
RR CARS 30-40, BLDGS 45-10, RAIL CUTS 2.
  - EE. NIL.
  - FF. E/A: AT 1115 HOURS SPITS PURSUED 24 DOGIES FLYING NORTH EAST  
IN STUTTGART AREA, NO CONTACT. FLAK: INTENSE LIGHT ACCURATE  
-----  
AT W-745268, W-7265. MODERATE LIGHT ACCURATE AT X-5701. ....

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEND JEUS AFA AMY XSM JEND V U// JETP NR 29 "OP"

FROM FIRST TAC AF (PROV) 281118B  
TO USSTAF (MAIN) ATT: D/OPS (RESTRICTED) -OP  
AIR STAFF SHAEP (MAIN) ATIN: OPS RECORDS (RESTRICTED) -OP  
AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED) -OP  
2ND TAF (RESTRICTED) -OP  
SIXTH ARMY GROUP (RESTRICTED) -OP

MULTIPLE ADDRESS BT

NO D 496 FIRST TAC AF (PROV)

OPSUM NUMBER 116 PERIOD 252100 TO 262100.

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

- A. AIR COOPERATION AND FIGHTER SWEEPS.
- B. 107 P-47'S, 45 SPITFIRES.
- C. 107 P-47'S, 45 SPITFIRES.
- D. 14.84 TONS FRAG, 2 TONS I. B., 3 TONS G.P..
- E. NIL.
- F. NIL.
- G. & H. NIL

PART III RECCE.

1 AIRCRAFT ON PHOTO RECCE.

11 AIRCRAFT ON 5 VISUAL RECCE MISSIONS.

CLAIMS AND LOSSES: NIL.

PART IV ANNEX

- AA. FIRST FRENCH ARMY.
- BB. 107/107 P-47'S, 45/45 SPITFIRES.
- CC. 19.84 TONS.
- DD. M/T 26-0, AUTOS 31-0, HORSES KILLED 20, LOCOS 1-2, HDV 6-0, RR CARS 30-40, BLDGS 45-10, RAIL CUTS 2.
- EE. NIL.
- FF. E/A: AT 1115 HOURS SPITS PURSUED 24 BOGIES FLYING NORTH EAST IN STUTTGART AREA, NO CONTACT. FLAK: INTENSE LIGHT ACCURATE  
AT W-745268, W-7265. MODERATE LIGHT ACCURATE AT X-5701. ....
- GG. NIL.

PART V WESTERN FRENCH AIR FORCE

- 3/3 AIRCRAFT ON ARMED RECCE.
- 2/2 AIRCRAFT ON 2 COASTAL COMMAND MISSIONS.
- CLAIMS AND LOSSES: NIL.

WEBSTER

BT  
SID K

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

34077  
34045

THE UNIVERSITY OF CHICAGO

- IT  
SIS

DIRECTOR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



JEA 45

OPER PRTY OPER PRTY OPER PRTY  
JLUS V JEAR NR J 5453/JETF 31 OP OP  
QVR 1

FROM FIRST TAC AF (PROV)  
TO USSTAF (MAIN ATT: D/OPS  
AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP  
BT

RESTRICTED D467 FIRST TAC AF (PROV)  
OPSUM NUMBER 115 PEROD 242100 TO 252100  
42 BOMB WING & XII TAC

PART I MEDIUM BOMBERS

63/43 B-26'X SCHWABMUNCHEN, AMMO DUMP WT-318547, 30.75 TONS DEMOS,  
EXCELLENT.  
141/130 B-26'S EBENHAUSEN, AMMO FACTORY WT-747170, 233.5 TONS DEMOS,  
GOOD TO EXCELLENT.

PART II FIGHTER BOMBERS AND FIGHERS

FIFTH BOMBERS

- A. AIR COOPERATION, ARMED RECCE.
- B. 263 P-47'S
- C. 262 P-47'S
- D. 21.20 FRAGS, 20.20 I. B., 4.13 NAPALM  
2.5 A. P., 6.3 G.P., 7.5 RDX.
- E. NIL
- F. E/A IN AIR 2-1-2  
E/A ON GROUND 165-0-103
- G. 4 P-47'S FLAK.

FIGHTERS

- STRAFING, ESCOAT, PATROL.
- 134 P -47'S
- 134 P -47'S
- NIL
- NIL
- NIL
- NIL

PART III RECCE.

62-62 F-6'S TAC/R. CLAIMS: E/A IN AIR 2-0-0, LOSSES: NIL  
30-3; F-5'S P/R E/A ON GROUND 2-0-0

PART IV ANNEX

- AA. SEVENTH U. S. ARMY,
- BB. 263/261 P-47'S
- CC. 61.63 TONS.
- DD. LO

LOCOS 8-7, RR CARS 44-125, M/T QPP-13, LXX BLDGS 125-75, HDV 42-2  
TRALERS 1-0, TRACTORS 2-1, RR CUTS 4, GUNS 1-2 MOTORCYCLES  
4-0, RADIO STATION 0-1, BARGO 0-1, STAFF CARS 3-0, SUPPLY DUMP 0-1  
HANGARS AQN ROAD BLOCKS 4, TANKS 2-2  
EE. 165-0-103  
FF. FLAK INTENSE LIVHTC Y-3357, Y-3365, C-8288, T-5215, T-5418, 0





JEA 45

OPER PRTY OPER PRTY OPER PRTY  
JEUS V JEAR NR J 5458/JETF 31 OP OP  
QVR 1

FROM FIRST TAC AF (PROV)  
TO USSTAF (MAIN ATT: D/OPS  
AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP  
BT

RESTRICTED D467 FIRST TAC AF (PROV)

OPSUM NUMBER 115 PEROD 242100 TO 252100

42 BOMB WING & XII TAC

PART I MEDIUM BOMBERS

63/43 B-26'S SCHWABMUNCHEN, AMMO DUMP WT-318547, 80.75 TONS DEMOS,  
EXCELLENT.

141/130 B-26'S EBENHAUSEN, AMMO FACTORY WT-747170, 233.5 TONS DEMOS,  
GOOD TO EXCELLENT.

PART II FIGHTER BOMBERS AND FIGHTERS

FIFTH BOMBERS

A. AIR COOPERATION, ARMED RECCE.

B. 263 P-47'S

C. 262 P-47'S

D. 21.20 FRAGS, 22.20 I. B., 4.13 NAPALM  
2.5 A. P., 6.3 G.P., 7.5 RDX.

E. NIL

F. E/A IN AIR 2-1-2

E/A ON GROUND 165-0-103

G. 4 P-47'S FLAK.

FIGHTERS

STRAFING, ESCORT, PATROL.

134 P -47'S

134 P -47'S

NIL

NIL

NIL

NIL

PART III RECCE.

62-62 F-6'S TAC/R.

CLAIMS: E/A IN AIR 2-0-0, LOSSES: NIL

30-3; F-5'S P/R

E/A ON GROUND 2-2-0

PART IV ANNEX

AA. SEVENTH U. S. ARMY,

BB. 263/261 P-47'S

CC. 61.63 TONS.

DD. LO

LOCOS 8-7, RR CARS 44-125, M/T QPP-13, LXX BLDGS 125-75, HDV 42-1  
TRAILERS 1-0, TRACTORS 2-1, RR CUTS 4, GUNS 1-2, MOTORCYCLES

4-0, RADIO STATION 0-1, BARGO 0-1, STAFF CARS 3-0, SUPPLY DUMP 0-1  
HANGARS AQN ROAD BLOCKS 4, TANKS 2-2

EE. 165-0-103

FF. FLAK: INTENSE LIVHTC Y-3357, Y-3365, C-8288, T-5215, T-5419. 0  
MODERATE LIGHT: MUNICH, Y-0770, Y-6647, T-3359, YARRTPN 21080,  
T-4322, X-8801//X KATIPEN LEIPSHEIM, AIRDROME, T-53525, T-5/24,  
X-3681, SCANT LIGHT: LIPSEHIM, X-8685, T-5321, Y-3730, INTENSE  
HEAVY: LIPSEHIM, INGOLUTADT AIRDROME, X-8/35 AIRDORME, X-9172,  
AIRDROME, 21080, Y-9556, Y-6/47, Y-3359, YARRTPN X-6363, Y-8735  
X-9030, Y-3647, Y-1631, X-5819, T-3023, T-5220 X-4228

MODERATE HEAVY, BAD ABLING AIRDROME, NEUBERG, AIRDROME

HOLZKIRCHEN AIRDROME, X-7774, /-1927, AIRDROME, X-7572, X-8687

T-7/18, X-8303, LIPSHEIM AIRDROME, X-8681, SCANT HEAVY:

MUNICH, LANGNAU, NEUBERG, Y-2242, Y-3647, Y-1339, Y-6262, X-8303

X-7470, AUGSBURG, LIPSMEIM, AIRDROME, GUNZBURG, X-8303

GG. 4 P-47'S

WEBSTER

BT 261355B



2045

Ref 270915B Rum

APR 28 1945 9 17 AM

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JEJE 1002 OF GP  
QVR1

FROM 1ST TAC AF (PROV)  
TO JEUS AFA AMY XSM JEND  
RESTRICTED BT

AUTH TO SEND IN CLEAR: COL YOUNG

MULTIPLE ADDRESS  
NO D544

OPSUM NUMBER 114 PERIOD 232100

FIRST FRENCH AIR CORP AND WESTERN FRENCH AIR FORCE  
PART I I - FIGHTERS AND FIGHTER BOMBERS

- A. AIR CO-OPERATION, FIGHTER SWEEPS, ESCORTS, ARMED RECCE.
- B. 136 P-47S, 64 SPITFIRES.
- C. 133 P-47S, 58 SPITFIRES.
- D. 6.12 TONS FRAGS, 19.5 TONS GP.
- E. NIL.
- F. E/A IN AIR 1-1-2, E/A ON GROUND 5-6-2.
- G. AND H. NIL.

PART III - RECCE

1/1 A/C ON PHOTO RECCE. 12/12 A/C ON 6 VISUAL RECCE MISSIONS.  
CLAIMS AND LOSSES: NIL.

PART IV - ANNEX

- AA. FIRST FRENCH ARMY.
- BB. 136/133 P-47S, 64/58 SPITFIRES.
- CC. 25.62 TONS
- DD. LOCOS 34-0, RR CARS 42-210, M/T 20-4, BLDGS 15-6, RAIL CUTS 4, ROAD BLOCKS 2, TURNABLE 4-0, AUTOS 1-0, GAS TANK 1-0.
- EE. 6-7-0.
- FF. E/A: 2 ME 109S IN TANNHAUSEN AREA AT 0700 HRS.  
2 BOGEYS 12 KMS NORTH OF FRIEDRICHSHAVEN.

GG. NIL

PART V - WESTERN FRENCH AIR FORCE

JEUS V JEJE 1002 OF OP  
QVR1

FROM 1ST TAC AF (PROV)  
TO JEUS AFA AMY XSM JEHD  
RESTRICTED BT

AUTH TO SEND IN CLEAR: COL YOUNG

MULTIPLE ADDRESS  
NO D544

OPSUM NUMBER 114 PERIOD 232100

FIRST FRENCH AIR CORP AND WESTERN FRENCH AIR FORCE  
PART I I - FIGHTERS AND FIGHTER BOMBERS

A. AIR CO-OPERATION, FIGHTER SWEEPS, ESCORTS, ARMED RECCE.  
B. 136 P-47S, 64 SPITFIRES.  
C. 133 P-47S, 58 SPITFIRES.  
D. 6.12 TONS FRAGS, 19.5 TONS GP.  
E. NIL.  
F. E/A IN AIR 1-1-2, E/A ON GROUND 5-3-2.  
G. AND H. NIL.

PART III - RECCE

1/1 A/C ON PHOTO RECCE. 12/12 A/C ON 6 VISUAL RECCE MISSIONS.  
CLAIMS AND LOSSES: NIL.

PART IV - AMMEN

AA. FIRST FRENCH ARMY.  
BB. 136/133 P-47S, 64/58 SPITFIRES.  
CC. 25.62 TONS  
DD. LOCOM 34-2, RR CAR 42-210, L/T 20-4, BLDGS 15-6, RAIL  
CMT 4, ROAD BLOCKS 2, TURNABLE 4-6, AUTOS 1-2, GAS TANK  
1-2.  
EE. 6-7-2.  
FF. E/A: 2 ME 109S IN TANNHAUSEN AREA AT 2700 HRS.  
2 BOGEYS 12 KMS NORTH OF ~~FRIDRICHSHAVEN~~ ~~FRIDRICHSHAVEN~~  
FRIDRICHSHAVEN.

GG. NIL

PART V - WESTERN FRENCH AIR FORCE

1 A/C ON COASTAL COMMAND MISSION.  
1 A/C ON PATROL.

CLAIMS AND LOSSES: NIL.

---WEBSTER---

BT  
AS

FIRST ADD TO JEUS

IN PART IV

LINE 3 WA CC 25  
25.62 IMI 25.62

RKN B K

JEJE RD.....  
JEUS R.....290525B LWF KK

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*Handwritten signature/initials*

*Handwritten date: 10/20/69*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

J E U S V JEJE NR 1322/26 --OP--

FROM JET 262156

RE S T R I C T E D GR -- ET

FROM FIRST TACTICAL AIR FORCE (PROV) 262156 B

- TO 1. USSTAF (MAIN) ATTN: D/OPS (OP- RESTRICTED)  
2. SHAEF AIR (MAIN) OPS RECORDS (OP-RESTRICTED )V  
3. SHAEF AIR (STANMORE) OPS RECORDS (OP- RESTRICTED)  
4. AIR MINISTRY WAR ROOM WHITEHALL (OP-RESTRICTED)

RESTRICTED ET

NR D 449 (MULTIPLE ADDRESS)

FIRST TACTICAL AIR FORCE (PROV) OPSUM 127 PERIOD 162100 TO 172100.

FIRST FRENCH AIR CORPS

PART II - FIGHTERS AND FIGHTER BOMBERS

A. FIGHTERXESWEEPS , ESCORT , AREA COVER , AIR COOPERATION.

B. 84 SPITS, 96 P-47s.

C. 77 SPITS, 96 P-47s.

D. 18.5 TONS GP , 6.24FRAGS, 12.5 IB , 4.0 AP.

E. NIL

F. NIL.

G. 1 P-51.

H. 1 P-51.

PART III - RECCE

14/14 A/C ON TAC/R . CLAIMS : NIL. LOSSES : 1 P-51, COMBAT

PART IV - ANNEX

AA. FRENCH FIRST ARMY

BB. 84/77 SPITS, 96/96 P- 47s

CC. 41.24TONS

DD. LOCOS 712, RAIL CARS 3-6, TRUCKS 31-11, STAFF CARS 5-2

HDV 2-0 BLDGS 99-55, RAIL CUTS 1. ROAD BUILDER 1-2.

EE. NIL.

FF. E/A : 12 ME-109S ATTACKED TAC/R MISSION.

FLAK : IAH : ~~XXXXXX~~ W-765575, HENBURG . IAL : X-1832,  
OBERKIRCH, ROTTENBURG . MAH : W-2063 . MAL : HAYINGEN

~~XXXXXXXXXX~~ GALMERTINGEN, HERRENBURG, W-2-63, W-2392.

MIH: ~~XXXXXX~~ GRIEBERG, SOULTZ, ~~XXXXXX~~ W-620660, GUEINGEN.

MIL: GRIEBERG .

GG. 1 P-51.

WESTERN FRENCH AIR FORCE .

228/2

223/223A/C ON GUN AND INFANTRY POSITIONS IN  
POINTE DE GRAVE SECTOR , ALSO ANTI-SHIPING .

8/8 A/C ON ESCORT .

25/24 A/C O N TAC/R AND PATROL .

1/1 A/C ON P/R .

CLAIMS AND LOSSES : NIL.

W E B S T E R

ET 250156 B

AS F C

C ADD FROM JET IMI JET IMI JET

LOR ....B.....K KK KK

~~XXXXXX~~

JEUS R- 261114B WPT KUM



1046/26

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

JEUS V JEJE 1. / 26 --POP -- --OP--  
FROM EJT 260155E  
FROM FIRST TACTICAL AIR FORCE (PROV) 260155E  
TO 1. USSTAF (MAIN) ATTN: D/OPS (OP - RESTRICTED)  
3. SHAEF AIR (MAIN) OPS RECORDS (OP - RESTRICTED)  
E. SHAEF AIR (STAMORE) OP - RESTRICTED  
R. AIR MINISTRY WAR ROOM WHITEHALL (OP - RESTRICTED)  
NR D 448 BT MULTIPLE ADDRESS  
RESTRICTED

XXXXXXXXXX  
FIRST TACTICAL AIR FORCE (PROV) SOPSUR. 125 PERIOD 142000 TO  
152000.

FIRST FRENCH AIR FORCE

PART II -- FIGHTERS AND FIGHTER BOMBERS.

A. FIGHTER SWEEPS, AREA COVER, ESCORT, AIR COOPERATION.

B. 68 SPITS, 139 P-47S.

C. 67 SPITS, 139 P-47S.

D. 39 TONS.

E. NIL.

F. NIL.

G. NIL.

H. NIL.

PART II - RECCE.

ER/34 A/C ON TAC/R (3 WITH PHOTO). CLAIMS AND LOSSES NIL.

PART IV - ANNEX.

AA. FRENCH FIRST ARMY.

BB. 68/68 SPITS, 139/139 P-47S.

CC. 39 TONS.

DD. LOCOS 4-3, M/T 18XX, 18-2, RR CARS 1000 2-10,

ELDGS 138-48, HDV 15-19,

TANK TRUCK 1-3, RAIL CUTS 3, ROADBLOCKS 2, SOLDIERS KILLED 75,

GUNS 4.

E. NIL.

FF. E/A: NIL.

FLAK: IAH: ERBACH (TRACERS SEEN) W745954, NAGOLD, OFFENBURG

W1380. IAL: LUDWIGSBURG, NAGOLD, FREUDENSTADT, W745954.

OFFENBURG, W1882. IAM: LUDWIGSBURG, R 7675, W1380.

IAH: LUDWIGSBURG IIL: R 7309, R 050835, R 7425, R7326. IIH

: STUTTGART. SAL: UTENWEILLER, W 3465, W 605985, W 235772.

SAM: FREIBURG, SIH: W 5286. FREIBURG

SAH 52631. SAL: ODERKIRCH. I 512847. MIL: R 740247.

GG. NIL.

HH.

WESTERN FRENCH AIR FORCE

112 A/C TROOP CONCENTRATIONS AT VAUXSUR MER, 7 TONS GP, GOOD.

12 A/C ON PONT DE LA BREDE, 7 TONS GP, GOOD.

12 A/C ON TROOP CONCENTRATIONS AT VAUX SUR MER, 7 TONS GP, GOOD.

14 A/C ON FORTS AT L AUTURE, 22 TONS GP, GOOD.

1 A/C ON PHOTO RECCE.

4 A/C ON GUN POSITIONS IN POINTE DE GRAVE SECTOR, 1 TON, FAIR.

8 A/C ON BLOCKHOUSE ST VIVIEN DU MEDOC, 2 TONS, FAIR.

4 A/C ON GUN POSITIONS, ST VIVIEN DU MEDOC, 1 TON, FAIR.

12 A/C ON TARGET L5 AND L125, 3 TONS, GOOD.

2 A/C ON STRONG POINT AT GRAVES, 5 TONS GP, FAIR.

8 A/C ON STRONG POINT AT GRAVES, 4 TONS, GOOD.

4 A/C ON

LA HUTTE, 2 TONS, GOOD.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319.55

*D. Intel. Stationed*



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

4 A/C ON WOODS AT MAISONS FORT , 4 TONS , GOOD .  
4 A/C ON ARVERS . 1 TON . FAIR .  
8 A/C ON A FORT AT L AUTURE , 4 TONS , GOOD .  
8 A/C ON DEFENSES AT POINTE DE VAILIERES , 4 TONS , GOOD .  
16 A/C ON LA TREMLADE , 8 TONS , GOOD .  
8 A/C ON POINTE DE GRAVES SECTOR . 4 TONS , GOOD .  
4 A/C ON GUN POSITIONS AT RONCE LES BAINES , 2 TONS , GOOD .  
4 A/C ON ARVERS 1 TON FAIR  
CLAIMS : ROAD CUTS 2.

XXXXXX

W E E S T E R

ET 262155L

AF F C

O

C ADD FROM JETF IMI JETF IMI J E T F

CL 1 WA (PROV) OPSUM IMI OPSUM

CL 13 PART III - RECCE PART III - RECCE

C IN PART III EB. 68/67 IMI 68/67

C IN WESTERN FRENCH AIR FORCE

CL WA LA BREDE

CL 1 WA AT VAUX SUR MER IMI VAUX SUR MER

LOR ....BBBBB--OP--- ....K KK KK KKK

JEUS R.....261242E MFB K

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1072/26

1072/26

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JIE NR 1335/26 --OP--  
FROM JET F 260157 B  
GR -- ET RESTRICTED  
FROM FIRST TACTICAL AIR FOCE (PROV) 262157B  
TO 1. USSTAF (MAIN) ATTN: D/OPS- RESTRICTED)  
2. SHAEF AIR (MAIN) OPS RECORDS (OP- RESTRICTED)  
3. SHAEF AIR (STANMORE) OPS RECORDS (OP- RESTRICTED)  
4. AIR MINISTRY WAR ROOM WHITEHALL (OP- RESTRICTED)  
RESTRICTED BT MULTIPLE ADDRESS  
NR D 450  
FIRST TACTICAL AIR FORCE OPSUM 102 PERIOD 11200 TO 12200.  
FIRST FRENCH AIR CORPS  
PART II - FIGHTERS AND FIGHTER BOMBERS.

A. FIGHTER SWEEPS, AIR COOPERATION, AND A/R.

~~B. 36 SPITS, 120 P-47S.~~

B. 36 SPITS, 120 P-47S.

C. 36 SPITS, 120 P-47S.

D. 20.25 TONS FRAGS.

E. NIL.

F. NIL.

G. NIL.

H. NIL.

PART II - RECCE

5/5 AIRCRAFT ON WEATHER RECCE, 10/10 AIRCRAFT ON TAC/R.

CLAIMS AND LOSSES: NIL.

PART IV - ANNEX

AA. FRENCH FIRST ARMY.

BB. 36/36 SPITS, 120/120 P-47S.

CC. 20.25 TONS.

DD. M/T 6-3, HDV 20, BLDGS 23-2, M/T DRIVER KILLED 1,  
RAIL CUTS 2, ROAD JUNCTION BLOCK 1.

EE. NIL.

FF. NIL.

GG. NIL.

WESTERN FRENCH AIR FORCE

1/1 A/C ON TAC/R IN LORIENT AND ST NAZAIRE SECTORS.

CLAIMS AND LOSSES: NIL.

WEBSTER

B. 260157B

AS F C

IN PART II PSE DELETE THE FIRST LINE BEGGING 1. 36 ETC ---

BEGINING B. 36 SPITS ETC --- B.

B ??????

LOR .....AR.....K

K K K K K K

ADSAS

JEUS R.....261126B FH K

Action Copy 101

Information Copy

Stat Lot x 120



1048/26

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB74

UEUS V JEAR NR S 904 / JETF 38/26 OP OP

QVR 1

S

FROM: JETF 261445B

TO: 1. USSTAF (MAIN) ATT: D/OPS (RESTRICTED) - OP  
2. AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS (RESTRICTED) - OP  
3. AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED) - OP  
4. 2ND TAF (RESTRICTED) - OP  
5. SIXTH ARMY GROUP (RESTRICTED) - OP

NR D470 FIRST TAC AF (PROV) AUTH: TO SEND IN CLEAR MAJOR S.V.  
BOYKIN, AC

MULTIPLE ADDRESS:

GRS -- BT

OPSUM NUMBER 115 PERIOD 242100 TO 252100

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

A. FIGHTER SWEEP, ESCORT, AIR COOPERATION, AND VISUAL RECCE.  
BT 55 SPITFIRES, 152 P-47'S.  
C. 52 SPITFIRES, 149 P-47'S.  
D. 5 TONS G. P., 6 TONS I. B., 13.28 TONS FRAGS.  
E. NIL.  
F. E/A ON GROUND NIL, E/A IN AIR NIL.  
G. NIL.  
H. NIL.

PART IV ANNEX

AA. FIRST FRENCH ARMY.  
BB. 77/6/ 55/52 SPITFIRES, 152/149 P-47'S.  
CC. 24.28 TONS.  
DD. LOCOS 12-2, RR CARS 190-35, M/T 26-0, BLDGS 60-10, HDV 40-0, TRAILERS 1-0, TRACTORS 2-0, RR CUTS 3, GUNS 1-2, RADIO STATION 1-1, AUTOS 19-1, FACTORIES 0-1, PERSONNEL KILLED 30, SET ONE FOREST ON FIRE.  
EE. NIL.  
FF. 7 ME 262'S, 1 UNIDENTIFIED AIRCRAFT.  
FLAK: INTENSE ACCURATE HEAVY: X-9306, AND SOUTH OF KEMPTEN.  
INTENSE ACCURATE LIGHT: X-9306, W-4735, INTENSE INACCURATE HEAVY:  
Y-3244. MODERATE INTENSE HEAVY: Y-3647. SCANT INACCURATE HEAVY:  
W-6733.

CC. NIL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB74

JEUS V JEAR NR S 904 7 JETF 38/26 OP OP

QVR 1

S

FROM: JETF 261445B

- TO: 1. USSTAF (MAIN) ATT: D/OPS (RESTRICTED) - OP  
2. AIR STAFF SHAEF (MAIN) ATTN: OPS RECORDS (RESTRICTED) - OP  
3. AIR MINISTRY WAR ROOM WHITEHALL (RESTRICTED) - OP  
4. 2ND TAF (RESTRICTED) - OP  
5. SIXTH ARMY GROUP (RESTRICTED) - OP

NR D470 FIRST TAC AF (PROV) AUTH: TO SEND IN CLEAR MAJOR S.V.  
BOYKIN, AC

MULTIPLE ADDRESS:

GRS -- BT

OPSUM NUMBER 115 PERIOD 242100 TO 252100

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

- A. FIGHTER SWEEP, ESCORT, AIR COOPERATION, AND VISUAL RECCE.  
BT 55 SPITFIRES, 152 P-47'S.  
C. 52 SPITFIRES, 149 P-47'S.  
D. 5 TONS G. P., 6 TONS I. B., 13.28 TONS FRAGS.  
E. NIL.  
F. E/A ON GROUND NIL, E/A IN AIR NIL.  
G. NIL.  
H. NIL.

PART IV ANNEX

- AA. FIRST FRENCH ARMY.  
BB. 55/52 SPITFIRES, 152/149 P-47'S.  
CC. 24.28 TONS.  
DD. LOCOS 12-2, RR CARS 190-35, M/T 26-0, BLDGS 60-10, HDV 40-0, TRAILERS 1-0, TRACTORS 2-0, RR CUTS 3, GUNS 1-2, RADIO STATION 1-1, AUTOS 19-1, FACTORIES 0-1, PERSONNEL KILLED 30, SET ONE FOREST ON FIRE.  
EE. NIL.  
FF. 7 ME 262'S, 1 UNIDENTIFIED AIRCRAFT.  
FLAK: INTENSE ACCURATE HEAVY: X-9306, AND SOUTH OF KEMPTEN.  
INTENSE ACCURATE LIGHT: X-9306, W-4735, INTENSE INACCURATE HEAVY:  
Y-3244. MODERATE INTENSE HEAVY: Y-3647. SCANT INACCURATE HEAVY:  
W-6733.

CC. NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART V WESTERN FRENCH AIR FORCE  
TOTAL MISSIONS 5, TOTAL SORTIES 47/47, TOTAL TONNAGE 23.  
22/22 A/C ON 2 BOMBING MISSIONS 75 MM BATTERY AT LA GIRAUDIERE, ALSO  
ON OVERLONISLAND. 13 TONS, TARGET HIT.  
12/12 A/C ON SAME TARGET, 7 TONS, TARGET HIT.  
1/1 A/C ON PHOTO RECCE OVER OLERON.  
12/12 A/C AT POINTE D' OPS JETTY IN OLEVON ISLAND AREA BOMBING RADAR  
STATION, 3 TONS, TARGET DID NOT APPEAR HIT.

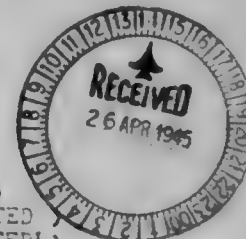
CLAIMS: NIL.  
LOSSES: NIL.

--WEBSTER--

BT 261445B  
GCK K  
PLS IMI VERY FIRST GP AFTER MULTIPLE ADDRESS GRS -- BT K  
OPSUM NUMBER 115 PERIOD 242100 TC 252100  
NOW LAST GP (ONLY) IN PART II (A.) K N LINE A. K  
RECCE.  
JEAR RD.....26/1636E      HH      AR? K

BQ

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



JEUS V JEJE NR 1348 /26 --OP-- --OP--

FROM JETF 260159E

R --- ET R E S T I C T E E

FROM FIRST TACTICAL AIR FORCE (PROV) 260159E

TO 1. USTAF (MAIN) ATTN: D/OPS (OP- RESTRICTED)

2. SHAEF AIR (MAIN) OPS RECORDS (OP- RESTRICTED)

3. SHAEF AIR (STANMORE) OPS RECORDS (OP- RESTRICTED)

4. AIR MINISTRY WAR ROOM WHITE HALL (OP- RESTRICTED)

RESTRICTED BTXN MULTIPLE ADDRESS

NR D 452

FIRST TACTICAL AIR FORCE (PROV) OPSUM 39 PERIOD 082000 TO 15 2100.

AA. FIRST FRENCH ARMY

BB. 277/245 SPITS, 855/853 P-47S.

CC. 154 TONS

DDCS 11-3, M/T 93-41, STAFF CARS 0-5, RR CARS 31-57.

FACTORY 0-1, BLDGS 365-129, HDV 35-3\*\*\*\*\* HDV 35-51.

RAIL CUTS 4, M/CYCLES 3-0.

PERSONNEL KILLED 201, GUNS 6-0, ROAD CUTS 9, GAS DUMP

1-0, TANKS 1-0, TRAILERS 2-0, A/C SHELTER 1-0, BLOCK

HOUSE 0-1, HORSES KILLED 8, TANK TRUCKS 1-0.

E. 4-2-0.

XXXXXXXXXXXX

FF. IAH: S240315, R 9425, R 3627, MILLINGEN. IAL:

R 915290 TO R 883240, BOELINGEN, FROM LEONBERG TO DITXISJEM,

HECHINGEN, R 9425, R 98231, R 3627, MELLINGEN. MAH:

W185025, W 185845. MAL: S 062357. HAH: R 795308. IL: R 555222.

AL: BETWEEN ACHERN AND OFFENBURG. W 263918, R 665202, W 1294

LIA: W 470895. MAH: W 070830. MAL: FREUDENSTADT.

MIH: R 5420. SIA: R 120043, R 15000.

IAH: ERBACH (TRACERS SEEN) W 745954, NAGOLD, OFFENBURG, W1300.

IAL: LUDWIGSBURG, NAGOLD, FREUDENSTADT, W 745954, OFFENBURG,

W1882. IAM: LUDWIGSBURG, R 7819, W 1300. IAH: LUDWIGSBURG.

IIL: R 7328, R 250835, R 7425, R 5\*\*\* R 7326.

IIN: STUTTGART. SAL:

UTTENWEILER, W -3465, W 605985, W 235770. SAM: FREIBURG.

SIH W 5286. FREIBURG. SAH: S 0631. SAL: OBERKIRCH. MAL: W 512847.

MIL: R 740247.

E/A: 5 ME -109S ENCON\*\*\*\*\* ENCOUNTERED.

GG. NIL

W E B S T E R.

ET 260159E

OSCN.C.

12TH LINE FROM END WA SIA R 1230043 IMI R 1230043

LAST GP SAME LINE 1500 IMI 1500

5TH LINE FROM END LAST GP W512847 IMI W512847

3RD LINE FROM END AFTER 109S READ ENCOUNTERED IMI ENCOUNTERED

BM AR K

JEUS R 261303B

MI BBBB

1076/26

25 APR 1945 32 PM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB12S

JEUS V JEAR NR S 160 / JEHD 24 OP OP

FROM: FIRST TACTICAL AIR FORCE (PROV) 251710B MULTIPLE ADDRESS  
TO : USSTAF (MAIN) ATTN: D/OPS  
AIR STAFF SHAEF (MAIN) AN: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP

GR-AUTH. TO SEND IN CLEAR BY: MAJ. BOYKIN, A-2 EXEC. BT

R E S T R I C T E D  
NO D-444

OPSUM NUMBER 114 - PERIOD 232100 TO 242100

42ND BOMB WING & XII TAC

PART I - MEDIUM BOMBERS.

52/35 B-26'S ON SCHWABMUNCHEN AMMO BUMP, Y-318547 53.63 TONS  
DEOMO, NRO.

6/3 B-26'S ON GUN POSITIONS WY301520, 3.6 TONS FRAGS, NRO.  
CLAIMS: NIL LOSSES: 2 B-26'S, DUE COMBAT.

PART II - FIGHTERS & FIGHTER BOMBERS.

A. ESCORT, PARTOL// PATROL, AIR COOPERATION, A/R, & N/T.

B. 405 P-47'S, 6 BEAUFIGHTERS.

C. 396 P-47'S, 6 BEAUFIGHTERS.

D. 10.125 TONS NAPALM, 23.04 FRAGS, 10.5 GP, 9.0 RDX, 11.5 IB, 4  
ROCKETS.

E. NIL.

F. E/A IN AIR 4-2-4, ON GROUND 75-2-90.

G. 3 P-47'S.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

H. 2 P-47'S.

PART III - RECCE.  
-----

60/60 F-6'S ON TAC/R.  
15/15 F-5'S ON P/R.

CLAIMS: E/A IN AIR 1-0-0., LOSSES: NIL. (7/// - NIL.

PART IV - ANNEX  
-----

AA. US 7TH ARMY.

BB. 425/396 P-47'S, 6/6 BEAUFIGHTERS.

CC. 64.165 TONS.

DD. CLAIMS: E/A IN AIR 4-0-4, E/A ON GROUND 75-0-90, LOCOS 11-6,  
RR CARS 41-175, MT 118-44, SUPPLY DUMP 0-1, BLDGS 177-98, MOTOR-  
CYCLES 1-0, STAFF CARS 31// 3-5, AFV 3-2, GUNS 1-1, M/Y'S ATTACKED  
1, HDV 14-6, BARRACKS 0-1, HANGARS 0-4, POWER HOUSE 0-2, TRACTORS  
0-1, TANKS 1-1, TRAILERS 1-0, RAIL CUTS 2, ROAD BLOCKS 1.

EE. 79-0-9:.

FF. E/A : 12 ME-626'S, 2/M 3 ME-109'S, & ONE LIASON TRAINER. TYPE E/A E  
COUNTERED AND ATTACKED.

FLAK: INTENSE HEAVY: LEIPHEIM, MUNICH, X 8170, A/D Y3094, X8070.

MODERATE HEAVY: AUGSBURG, X8737, Y3978.  
-----

SCANT HEAVY: Y3669, Y9556, Y9560, T3326, X7976, T2005, Y4453.  
-----

INTENSE LIGHT: X5813, X5516, X8835, X 6070, X8271, X8737, Y4251,  
-----H----- 6//LWPETN Y1443, Y3260, Y2242, Y9556, Y956,  
T4101. T394.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB128

LECHFIELD A/D, EEIPHEIM A/D, X9334, A/D Y3060, X8633, Y2242// Y224

MODERATE LIGHT: X5515, X9635, X6780, Y6263, Y1723, Y1525, Y1543,  
----- Y3564, X 7982, X7869, Y173,

SCANT LIGHT: 63281, Y8083, Y6222, Y2099, Y7999, Y1525, Y1238,  
----- Y0931, T1700, T4415, X9362 X 3090, Y3055.

SMALL ARMS FIRE: T1800, Y0383, TO Y1083, S9100, X9097, Y1525,  
GG. 3P-47'S.

W E B S T E R

BT 251710B

CC: AS LAST PARA AFTER SCANT LIGHT: FIRS GRPY3281, IMI Y3281,

SENT NR24 AT 25/2218B B B MLHH B B KKK  
JEAR....RD....257221;

3128/25  
2306/HM

APR 25 05 11 10 PM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JESE NR 1344/26 --CP --  
FROM JETP 26215  
OR -- ET R E S T R I C T E D

FROM FIRST TACTICAL AIR FORCE (PROV) 252158  
TO 1. USSTAF (MAIN) ATT.: D/OPS (OP- RESTRICTED)  
2. SHAEF AIR (MAIN) OPS RECORDS (OP- RESTRICTED)  
3. SHAEF AIR (STANMORE) OPS RECORDS (OP- RESTRICTED)  
4. AIR MINISTRY WAR ROOM WHITEHALL (OP- RESTRICTED)  
RESTRICTED ET  
NR D 451 (MULTIPLE ADDRESS)  
FIRST TACTICAL AIR FORCE (PROV) OPSUM 42 PERIOD 152100 TO 222100.  
FIRST FRENCH AIR CORPS.

AA. FRENCH FIRST ARMY  
BB. 572/555 SPITS CMA 1251/1238 P- 47S.  
CC. 273.36 TONS.  
DD. LCCOE : 47-16 , RR CARS 152-241 , BLDGS 322-248 , M/T 297- 8 ,  
HALF- TRACK 1-2 , CYCLES 5-2 , ROAD CUTS 6.  
E. FACTORIES 3-1 , CUNS 12-2 , DUMPS 12-2  
F. TANKS 2-0 , TRAILERS 14-1 , PERSONNEL KILLED 104 , STAFF CARS 5-2  
G. MEV 64-8 , RAIL CUTS 16 , AFV 3-2 , FULL TRACKS 4-2 ,  
H. RADIO-CARS 2-1 , VANS 3-2 , TANKERS 1-2 , BUS 7-2 .  
I. EE. NIL  
FF. E/A : 12 ME-109 ENCOUNTERED .  
FLAK : KNOXIA : W-316562 , W-7197 , H. HEERENBERG  
FORNSTETTEN : W-2569 , W-245821 . LIA: HORE , DORNSTETTEN , WA54402 ,  
W-496855 , R835005 , W-26595 , W-245828 , W-315-60 , NAGOLD W-7194 ,  
R-6223 , W-7395 , HIA: R-8621 , R-2503 , NAGOLD , FREUDENSTADT ,  
R-8330 , HMA: FREUDENSTADT , W-252840 . LMA: FREUDENSTADT .  
HMI: AGA , R-765220 . BALLOONS SEEN AT NEUSTADT .  
IAL: C-225975 , PFULENDORF . MAH: FRIEDREICHSHAFEN, MAL:  
S-215005 . SIL: X-145355 . IAH: S-3465 , W-3624 , W-3530  
WOLFACH, X-1940 , X-1243 , U-1940 , W-3019 . IAL:   
S-2621 , W-4338 , W-3537 . IAH:   
W-8830 . IIL: X-1244 . MAH: S-2621 , 20 KM NE OF FRIEBURG  
HASTACH M. MIH: S OF OBERLINGEN . X SAH: W-325296 . HIA: R-7611.  
R-9447 , W-1140 , W-4339 , DONAUSCHINGEN , XXX X-1044 . MAH: S-2621,  
X-1244 , NE AND SE OF STUTTGART . LIA: R-7611 , GOPPINGEN ,  
KIRCHHEIM , X-290492 , W-4339 DONAUSCHINGEN . HII:  
W-5728 , SCHWENINGEN . LII: W-5729 , S-1517 , SCHWENNINGEN .  
HMA: W OF ULM , W-258240 , KIRCHHEIM , W-2921 . LMA: W-530219 ,  
S-2627 , LUDWIGSEURG . HMI: PFULINGEN , MINGEN .  
W-8350 . LMI: S-5505 . HSA: NW OF STUTTGART .  
HSI: NEUSTADT . BALLONS AT NEUSTADT , LOFFINGEN ,  
OBERLINZKIRCH . FREIBURG , W-1429 , W-325215 . IAH:   
REUTLINGEN . IAL: REUTLINGEN , FRIEBURG , W-4365 , W-1066 , W-  
6428 , W-9792 , MENTZINGEN . IAL: REUTLINGEN  
MENTZINGEN . IIH: W- 6850 . MAL: W-255153 ,  
V-975498 , W-2150 . MIL: W-2472 ,  
W-3667 , W-3756 . TRIEBERG , BETWEEN W-9085

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AND W-9991 . SAH : FAULENFURST . SAL : W-53797, UL A/D , ROCKET  
BETWEEN W-5085 AND W-9991.  
CG. 1 SPIT , 1 P-47.  
WEBS TER  
ET 250138  
AC F C

C ADD TO 1. WA MAIN ) ATTN: D/OPS IMI ATN: D/OPS  
CL 15  
FRT GRP DORNSTETTEN IMI DORNSTETTEN 2ND GRP S-2569 IMI W-2569  
LAST GRP W-54422 , IMI W-54422 ,  
C LINE 21 WA IAH S-3465 IMI S-3465 C LAST GRP W-3539 IMI W- 3539  
L 22 AAXE-W-3019 . IAL IMI IAL  
C LINE 26 PSE DELTE AA DONAUSCHINGEN  
CL 36 TO READ 6428 . W-9792 ,  
IMI 6428 . W-9792 ,  
CL 40 WE A/D UL IMI ULK  
EP .....E.....-OP-- .....K KK KKK KK  
JEUS R.....26122// 261213B MFE E K



APR 26 1945 12 51 PM  
1065/26



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEB15  
0

OPER RTYOPER PRYOPER PRITY

JEUS V JEAR NRS 9364/ JETV 47 OP OP

FROM: FIRST TACTICAL AIR FORCE (PO// PROV) 242135D MULTIPLE ADDRESS  
TO : USSTAF (MAIN) ATTN: D/OPS  
SHAFT AIR (MAIN) OPS RECORDS  
SHAFT AIR (STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL

BT

NR D-413 1ST TAC AF (PROV)

R E S T R I C T E D

FIRST TACTICAL AIR FORCE (PROV) OPSUM 48 PERIOD 120000 TO 220000

AA. U.S. SEVENTH ARMY.

BB. 2861/2847 F-47'S, 49/49 BEAUFIGHTERS.

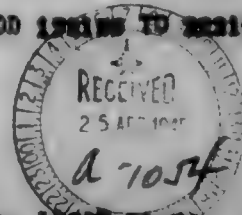
CC. 776.13 TONS, 199 ROCKETS.

DD. I/A IN AIR 6-2-9, KXA ON GRD 114-1-199, W/T 768-572, LOCOM 51-74,  
HALF TRACK 8-1, BLDGS 577-221, HDV 328-221, AFV 24-13, GUNS 35-94,  
RR CARS 374-615, HANGERS 8-2, TANKS 3-18, STY// STAFF CARS 18-7,  
TRAILERS 22-13, MOTORCYCLES 12-1, RADIO TOWER 8-1, SUPPLY DUMP 1-2,  
BRIDGES 8-3, RAIL CUTS 20, ROAD BLOCKS 20, TA// TRACTORS 1-3,  
H/T 13, FUEL DUMP 2-8, BARGES 8-6, AMMO DUMP 2-8, STEAM SHOE// 2//  
SHOVELS-1, BARRACKS 1-8, PILL BOX 8-1, ROUNDHOUSE 8-1, RADAR TOWER  
8-3, STEAM ROLLER 1-8, WATER TOWER 8-1, POWER HOUSE 8-1, BEACON  
8-1.

EE. 128-2-162.

FF. I/A: 40 PLUS WE 262'S, 12 PLUS JET A/C, 27 PLUS UNIDENTIFIED A/C,  
8 PLUS WE 109'S, 100 PLUS SINGLE ENGINE DAY FIGHTERS, AND 22 PLUS  
JG 57'S SIGHTED IN FOLLOWING AREAS: STUTTGART, LECHWELD, MUNICH,  
LAKE CONSTANCE, S2413, INSELSTADT, REIDERS, REIDERS.

GA. 200000 HEAVY 21000, 200000 HEAVY 21000, 200000



*D/ops*  
*D/Int*  
*Stat Control*

*32506*

*319.55*

THIS PAGE IS UNCLASSIFIED

SCANT HEAVY 57078, 52325, 52278, LIPHEIN AIRDRONE, HALL, INTENSE  
LIGHT R9308, X1543, X2857, X2868, U9357, 53562, 51235,  
STUTTGART WOODS NW OF ERLINGEN, 52453, HALL, 52126, ROTTWEIL,  
52961. MODERATE LIGHT LEIPHEIN AIRDRONE, AMBURG AIRDRON, 52553,  
53235, 53459, 53057, R9328, T2843, 52857. SCANT LIGHT 52752, 53449,  
53063, 52451, 52604, 52413, 52325, 53060, P-3040, T2293, ROTH,  
ROTHWEIL, PY857, STUTTGART, Y9078, COPPINGEN AIRDRONE, T2974,  
WURKKEN NORDLINGEN AIRDRONE, ANSBACH, 53046, 529638, INTENSE HEAVY  
V4662. MODERATE HEAVY 51917, T2800, R2310. SCANT HEAVY STUTTGART,  
MURNBURG, T2200, 52078, T2109, NELLINGEN AIRDRONE, P-3704, 52063,  
INTENSE LIGHT V4662, T2700, T2796, U1000, 51226, 51212,  
52823, 52911, 52847, 52947, 52856, X9959, 52419, P-7227, STUTTGART,  
WABLINGEN, 52454. MODERATE LIGHT NW OF MURNBURG, P2800, P-2801,  
T2548, T2289, 52453, 52010, 53202, 52007, 52006, 52002, T2736,  
K2990, T3662. SCANT LIGHT 52749, V4616, V6235, V6337, V6082, T2747,  
X7066, X2941, T3297, T2195, T2034, T2041, T2097, T2235, T2132,  
52223, 52354, 52346, T3576, SOUTHWEST OF HALL, X2700, T2132,  
HEAVY SCHWABACH, STUTTGART, MURNBURG. MODERATE HEAVY WEGE, T2240,  
K2857, STUTTGART, Y9461. SCANT HEAVY MURNBURG, LUDWIGSBURG, T2299,  
51024, V1563, R2321, X2007, X2236, X2273, X2240, MUNICH, LIGHT  
INTENSE X287, X2140, X287, T211, T2741, T1943, 52946, 52944,  
LOITHEIM AIRDRONE, T2200, SCHWABACH, 52640, MODERATE LIGHT 51024,  
V6932, X2767, K2857, T2742, T2257, T2224, MURNBURG, T2122, SCANT  
LIGHT T2222, T2122, 52112, X2742, MURNBURG, LUDWIGSBURG, T2577,  
SCANT HEAVY T2222, T2222, STUTTGART, LUDWIGSBURG, LEIPHEIN, T2266,  
INTENSE LIGHT 5127, 5-7222, P2800, T2222, T2222, T2222, T2222,  
T2266, 52114, MODERATE LIGHT AT 52222, T2741, T2222, T2222. SCANT  
LIGHT GUNZBURG AIRDRONE, A// SAKIDEN 52222, INTENSE HEAVY MUNICH,  
STUTTGART, 52622, SCANT HEAVY LUDWIGSBURG 51224, STUTTGART, ANSBACH,  
51724, MUNICH, INTENSE LIGHT 52222, T2222, T2222, T2222, LUDWIGS-  
BURG, 52105, INGOLSTADT AIRDRONE, T2222, T2222 AIRDRONE, T2102,  
AIRDRONE 52222, 52400, 52702, 52102, T2222, 52222, T2222, T2222,  
T2222, T2222, T2222. MODERATE LIGHT X2222, X2102, T2222 TO T2222,  
K2000, 52911, 52200, 52222, Y2222, T2222, AUGSBURG, 52971. SCANT  
LIGHT T2222, T2222, T2222, X111, K2222, 52222, 52222, T2222, 52222,  
ANSBACH 52421, T2222, T2222, 52444, INTENSE// INTENSE HEAVY  
ANSBACH 52421, T2222, T2222, 52444, INTENSE// INTENSE HEAVY

THIS PAGE IS UNCLASSIFIED

[illegible]

WINTER

NY 242115B

3015/25

Red 0258P

274

APR 25 05 3 07 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

JEB13

OPER PRYOPER PRYOPER PRY

JEUS V JEAR NRS 9278/ JETT 440P OP

FROM: FIRST TACTICAL AIR FORCE (PROV) 241623B MULTIPLE MESSAGE  
LTO :CUSSTAF (MAIN) ATT: D/OPS  
AIR STAFF SHAFT (MAIN) ATT: OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP

GR - AUTH. TO SEND IN CLEAR MAJ. BOYKIN, BT  
NR D-418 FIRST TAC AF (PROV)

OPTIM NUMBER 106 PERIOD 152100 TO 162100

FIRST FRENCH AIR CORPS

PART II FIGHTERS AND FIGHTER BOMBERS

- A. AIR COOPERATION, ARMED RECCE, SWEEPS, ESCORT, PATROL.
- B. 184 SPITFIRES, 700 136 P-47'S.
- C. 182 SPITFIRES, 155 P-47'S.
- D. 31.75 TONS C. P., 20.24 TONS FRAGS.
- E. THROUGH H. NIL.

PART III RECCE

16 AIRCRAFT ON 3 RECCE MISSIONS.

PART IV ANNEX

AA. FIRST FRENCH ARMY.

BB. 184/182 SPITFIRES, 136/155 P-47'S.

CC. 32.59 TONS.

DD. M/T 32-33, AFV 1-8, BLDGS 126-27, LOCOS 4-1, GUNS 6-8, RR CARS  
2 8-27, TANKS 1-8, TRAILERS 1-8, MOTORCYCLES 2-8, AUTOS 11-8,  
PERSONNEL KILLED 2, ROAD JUNCTION 1-8, FACTORY 1-8, DUMPS 6-8.

EE. NIL.

FF. NO E/A, FLAK; HEAVY INTENSE ACCURATE W-315448, W-7197, HERRINGB,   
DORNSTT// DORNSTETTEN, W-2569, W-245926.

LIGHT INTENSE ACCURATE HORB, DORNSTETTEN, W-2448, W-246396, W-238086  
W-245922, W-315248, MAGOL, W-7198, W-238083,  
W-7397.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HEAVY INTENSE INACCURATE R-9481, R-8583, NAGOLD, FREUDENSTADT,  
R-8338.  
HEAVY MODERATE ACCURATE ~~XXXXXXXXXXXXXXXXXXXX~~ FREUDENSTADT, V-252948.  
LIGHT MODERATE ACCURATE FREUDENSTADT.  
HEAVY MODERATE INACCURATE R-765228.

CC. NIL

PART V WESTERN FRENCH AIR FORCES

181 AIRCRAFT ON 36 MISSIONS IN ROYAN - POINTE DE GRAVE ARE ATTACKING  
TROOPS, DEFENSE AREAS, COMMUNICATIONS AND ON RECCE. 95.3 TONS DROPPED,  
GOOD RESULTS.  
CLAIMS: NIL. LOSSES: 1 AIRCRAFT.

---WEBSTER---

BT 2418852

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

3013

Recd 25 12 113  
2 14 21  
Rum

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

OP PRIORITY

CONFIDENTIAL

In reply cite: D 391 April 24

FROM: 1ST TAF PROV 2410068

INTERNAL ADDRESS:

TO : USSTAF 250321B  
AIR STAFF SHAEF  
2ND TAF  
AIR MINISTRY WHITEHALL  
6TH ARMY GP

SOD: WEBSTER  
TO: USSTAF MAIN ATTN: D/CPS,  
AIR STAFF SHAEF MAIN ATTN  
OPS RECORDS, AIR MINISTRY  
WAR ROOM WHITEHALL, 2ND TAF,  
6TH ARMY GROUP BY HAND

OPSUM number 113, period 22210 to 232100. 42nd Bomb Wing and XII TAC. Part 1—  
Medium bombers—no operations due weather. Part 2 fighters and fighter bombers.

- (A) Patrol, armed recon, air cooperation, and night fighter.
- (B) 190 P-47's, 3 Beaufighters, 2 P-61's.
- (C) 188 P-47's, 3 Beaufighters, 2 P-61's.
- (D) 0.5 G.P., .17 frags, 3.0 E.D.X., 2.0 I.B.
- (E) Nil
- (F) E/A in air 1-1-2, E/A on ground 23-0-3.
- (G) 1 P-47.
- (H) 1 P-47.

Part 3—recon. 16/16 P-6's on TAC/R. 12/12 aircraft on weather recon. Claims  
and losses nil.

Part 4—(correction insert with address the word multiple) Annex.

- (A) U.S. 7th Army
- (B) 190/188 P-47's, 3/3 Beaufighters, 2/2 P-61's.
- (C) 3.67 tons
- (D) M/T 23-7, staff cars 2-7, OO. Motorcycles 1-0, guns 1-8, locos 2-0, rail  
cars 1-29, AFV 0-1, bldgs 13-0, radio station 1-0.
- (E) 24-1-5.
- (F) E/A, 11 ME109's and 1 ME262 encountered and attacked. Flak moderate heavy  
T-6516. Intense light Aalen, T-6516, X-5915, X-8983, T-5958, Y-1524. Moderate  
light Friedschaffen, Y-7470. Scant light S-7012.
- (G) 1 P-47

USSTAF IN 32513

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

PAGE 2

USSTAF DISTRIBUTION:

ACTION: D/OPS (5)  
INFO: D/C OPS  
D/INTL (5)  
D/AFM (2)  
STAT CONTRL (2)  
C/S  
USSTAF ADV  
AG RECORDS

USSTAF IN 32513

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

OF PRIORITY **CONFIDENTIAL**

In reply cite: D 390 April 24

FROM: 1ST TACAF VIA USSTAF REDLINE 241007B

INTERNAL ADDRESS:

TO : HQ USSTAF MAIN 241923B

MULTIPLE ADDRESS TO USSTAF (MAIN)  
ATTN D/OPS, AIR STAFF SHQIF (MAIN)  
ATTN OPS REMOVES, AIR MINISTRY  
OWN ROOM WHITEHALL, 2ND TAF.  
6TH ARMY GROUP  
END: W 0001 1ST TAC AF FROV

OPSUM Number 113, period 222100 to 232100, 1st French Air Corps.

Part 2 Fighters and fighter bombers.

- (A) Fighter sweeps, escort, dive bombing, and air cooperation.
- (B) 60 Spitfires, 179 P-47's.
- (C) 46 Spitfires, 179 P-47's.
- (D) 9 tons G.D., 2.0 bags.
- (S) 3/A on G and C-0-1.
- (G) 1 P-47.
- (H) 1 P-47.

Part 3--recess.

12/12 aircraft on 2/R. Claims and losses nil.

Part 4--Amex.

- (A) French 1st Army
- (B) 60/46 Spitfires, 179/179 P-47's
- (C) 11 tons
- (D) M/T 94-12, MCH 20-0, bldgs 12-0, losses 1-0
- (E) 0-0-1
- (F) E/A nil. Flat intense accurate light C-225975, Pfalendorf. Moderate accurate heavy Friedrichshaven. Moderate accurate light S-215003. Scent inaccurate light X-145355.

USSTAF IN 32424

THE MAKING OF AN EXACT COPY OF THIS MESSAGE OR ANY PART THEREOF IS PROHIBITED IF ADDITIONAL COPIES ARE NECESSARY, THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE

### INCOMING MESSAGE

EDITED LITERAL TEXT

PG 2

(G) 1 P-47. Western French Air Force. 1/1 aircraft made 1 coastal mission in Lorient sector. Claims and losses nil.

#### USSTAF DISTRIBUTION:

ACTION: D/OPS (5)

INFO: D/CO OPS  
D/INTEL (5)  
D/ARM (2)  
SIAT COMEL (2)  
C/S  
USSTAF ADV  
AS RECORDS

USSTAF IN ROOM

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

## CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT  
OF PRIORITY **CONFIDENTIAL**

IN REPLY CITE: D 376

23 APRIL

ejm

FROM: 1ST TACAF PROV 2318058

INTERNAL ADDRESS:

TO : USSTAF 2400578  
AIR WIN WHITEHALL

TO : USSTAF MAIN  
ATTN: D/OPS  
TO : AIR STAFF SHARP MAIN  
ATTN: OPS RECORDS  
TO : AIR KLN WAR ROOM WHITEHALL  
2ND TAF, 6TH ARMY GP MAIN  
TO : WEBSTER

OPSUN Number 98, period 072000 to 082000. 1st French Air Corps. Part 2 fighter and fighter/bomber. A Armed Recce, Air cooperation and fighter sweeps. B 253 P-47 and 71 Spitfires. C 253 P-47 and 69 Spitfires. D 4.58 anti-personnel, 2.75 GP, 23.10 frags and nil. E nil. F S/A in air C-0-1, S/A on ground 1-0-0 and nil. G nil. Part 3 Recce. 12/12 aircraft on TAC.R. 2/2 aircraft on P.R missions. Claims and losses nil.

Part 4 annex. A 1st French Army. B 253/253 P-47. C 30.73. D S/A in air C-0-1, S/A on ground 1-0-0, locos C-1, observations post 1-0, trailers 1-0, blgde 33-87, RR cars 22-17, M/T 20-12, motorcycles 1-0, RR cuts. 2. E 1-0-1. F S/A 1 ME-109, Hrb. Flek intense heavy accurate at Rastatt, R-9423. Intense heavy inaccurate W-3566, Stuttgart. Moderate heavy accurate at Stuttgart. Moderate light accurate R-3639 and R-3118. Moderate heavy inaccurate at Stuttgart, R-4727, R-4790, R-9402. Intense R-4532, R-4830. Scant light intense at R-4723, R-9831. G nil.

Western French Air Force, Part 2, fighters and fighter/bombers. A Pre-arranged support. B 23 aircraft. D 23 aircraft. D 10 tons. GP E thru G nil.

Part 3. 1/1 aircraft P.R missions. 1/1 aircraft artillery adjustment. Claims and losses nil.

Part 4 annex. A Atlantic French Air Force. B 23/23 aircraft. C 10 tons. D thru G nil.

USSTAF DISTRIBUTION:

ACTION: D/OPS (6)

INFO : D/INT (5)

STAT CO'T (2)

AG RECORDS

USSTAF IN 32214

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT  
OP PRIORITY CONFIDENTIAL

IN REPLY CITE: D 377

23 APRIL

ejm

FROM: 1ST TACAF PROV 2318068

INTERNAL ADDRESS:

TO : USSTAF 2400003B  
AIR MIN WHITEHALL

TO : USSTAF MAIN  
ATTN: D/OPS  
TO : AIR STAFF SHAPE MAIN  
ATTN: OPS RECORDS  
TO : AIR MIN WAR ROOM WHITEHALL,  
2ND TAF, 6TH ARMY GP  
FROM: 1ST TACAF PROV  
SUB: WEBSTER

OPSUM number 99, period 082000 to 092000.

1st French Air Corps. Part 2, fighters and fighter/bombers.

(A) Air cooperation, armed recon, sweep, escort. (B) 5 Spitfires, 157 P-47.  
(C) 5 Spitfires, 156 P-47. (D) 11.83 frags, 2.60 I.B. (E) thru (G) nil.

Part 3 Recon, nil.

Part 4 Annex. A 1st French Army. B 5/5 Spitfires, 157/157 P-47. C 14.43.  
D Locos 4-0, M/T 16-6, RR cars 21-32, factory 0-1, bldgs 25, HDV 0-6, rail cuss 1 (?)

Part 5 Western French Air Force. 4/4 aircraft on gun positions Pointe de  
Grave sector good. 2/2 aircraft on defended positions Pointe de Grave sector good.  
1/1 aircraft Coastal Patrol. Claims and losses nil.

**USSTAF DISTRIBUTION:**

ACTION: D/OPS (6)

INFO : D/INT (5)  
STAT COM (2)  
AIR RECORDS



USSTAF IN 32221

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS PROHIBITED IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319.55

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**

EDITED LITERAL TEXT  
OF PRIORITY **CONFIDENTIAL**

IN R.SPLY CITE: D 364 A

23 APRIL

cjm

FROM: AIR MIN WHITEHALL 231100B

INTERNAL ADDRESS:

TO : USSTAF 240006B

SGD : WEBSTER

TO : USSTAF MAIN

ATTN: D/OPS

TO : AIR STAFF SHAPE MAIN

ATTN: OPS RECORDS

TO : AIR MIN WAR ROOM WHITEHALL  
2ND TAP, 6TH ARMY GP  
(BY HAND)

319-55-  
OPSUM number 112. 212100 to 222100. 1st French AC. Part 2 fighters and fighter bombers. A Air Cooperation, escort. B 14 Spitfires, 84 P-47. C 14 Spitfires, 82 P-47. D 5.16 frags, 15.5 GP. E thru H nil.

Part 3 Recce. 10/10 aircraft on 3 visual recce mission.

Part 4 annex. A 1st French Army. B 14/14 Spitfires, 84/82 P-47. C 20.66. D M/T 8-14, HDV 80-0, bldgs, 12-0, auto 1-0. E nil. F No E/A. Flak intense accurate light C-225975, Pfulendorf. Moderate accurate heavy Friedrichshaven. Moderate accurate light S-215005. Scant inaccurate light X-1A5355. G nil.

Part 5, Western French Air Force, no operations due weather.

**USSTAF DISTRIBUTION:**

ACTION: D/OPS (6)

INFO : D/INT (5)  
STAT CONT (2)  
AG RECORDS

USSTAF IN 32216



**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT  
OF PRIORITY ~~CONFIDENTIAL~~

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

IN REPLY CITE: D 378

23 APRIL

eja

FROM: 1ST TACAF PROV 251607B

INTERNAL ADDRESS:

TO : USSFAT MAIN 252138B  
AIR MEN WHITEHALL

TO : USSFAT MAIN  
ATTN: D/OPS  
TO : AIR STAFF SHAPE MAIN  
ATTN: OPS RECORDS  
TO : AIR MEN WAR ROOM WHITEHALL,  
2ND TAF, 6TH ARMY GP  
FROM: 1ST TACAF PROV  
SUB : WEBSIDE

3/12.55  
DPSU number 102, period 10200 to 11200. 1st French Air Corps. Part 2  
Fighters and fighter bombers.

A Air cooperation, fighter sweeps. B 12 P-47, 72 Spitfires. C 112 P-47, 59  
Spitfires. D 16.28 tons frags, .10 T.P. and nil. E nil and nil. F nil and nil.  
G nil and nil.

Part 1 Recon. 12/12 TAC/R. 2/2 aircraft R/R. Claims and losses nil.

Part 4 Recon. A 1st French Army B 11/12 P-47, C 16.28 tons. D M/T 41-14,  
bldg 54-sea, gas dump 1-0, HEN 16-0. E thru G nil

Western French Air Force.

Part 2, fighters and fighter bombers. A Prearranged support. B 12 Marylands,  
24 DB 7. C 12 Marylands, 18 DB 7. D 20 tons. E thru G nil.

Part 3 Recon. 1/1 Coastal Command mission.

Part 4. A Atlantic French Forces. B 12/12 Marylands, 24/18 DB 7. C 20 tons.  
D thru G nil.

USSTAF DISTRIBUTION:

ACTION: D/OPS (6)

INFO : D/INT (3)  
STAT CONT (2)  
AG RECORDS



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS PROHIBITED IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

3 19 55

TO: USSTAF

FROM: 1ST AF

NO: USSTAF

AIR FORCE

2ND AF

3RD AF

4TH AF

5TH AF

Part III Recoe. 10/10 aircraft on 5/10/50

Part IV Recoe. 10/10 aircraft on 5/10/50

Part V, Western Frontal Air Force

USSTAF DISTRIBUTION:

ACTION: D/CPS (6)

INFO: D/TWT (5)  
STAT CONT (2)  
AG RECORDS

USSTAF IN 02170

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

CONFIDENTIAL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OF PRIORITY SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

31955

In reply cite: D293 22 April 1945

Internal Address:

From : 1st TACAF 201759B

To : US TAF MAIN  
SHAF MAIN  
AIR MINISTRY

To : USSTAF 222153E  
AIR MINISTRY WHITEHALL  
AIR STAFF SHAF  
2nd TAC

Signed : Webster

Opscom # 109 period 182100 to 192100 42 Bomb Wing and 12 TAF medium bombers.

50/0 B-26's to bomb signal Stadt, Kisching WT 744279 Amc dump, all bombs returned to base due weather. 24/0 B-26's to bomb same target, all bombs returned to bases due weather. 24/1 B-26's to bomb same target, all bombs returned to base due weather. 28/28 B-26's to bomb New ULM Ordnance depot WX 697800, 52.5 tons, excellent. 20/16 B-26's to bomb Donaueschingen supply depot W 562287. 10 A/C dropped 19.5 tons 1 target, good 6 A/c dropped 12 tons on Villirgen depot W 540400, good.

## Part II- Fighters and Fighter bombers.

- A. Air Cooperation, Armed Recon, night fighters patrols and escorts.
- B. 411 P-47's, 10 beaufighters.
- C. 410 P-47's, 10 Beaufighters.
- D. 29 group, 9.5 IB, 20.5 AUX, 76.64 Fragas, 6 TNT, 9.34 Napalm, 25 rockets.
- E. Nil
- F. 1 JU 52.
- G. ANE P-47.
- H. LP-47.

## Part III- NIL

## Part IV-AMMCS.

- A. US Army.
- B. 411/4.0 P-47's, 10/10 Beaufighters.
- C. 150.99 tons.

USSTAF MAIN IN 32035

contd over

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ. US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

D 293 contd

D. Claims: E/A 1 ground 1-0-14, looses 7-13, RR cars 38/19,  
M/T 39-51, HDV 16-8, ACV rpt AFV 0-11, Motor Cycles 2-0,  
tractors 1-0, rail cuts 3, Road blocks 4, Supply dumps 1-0,  
buildings 93-53, traicars 2-0, guns 1-7, ammo dump 1-0, steamshovel  
0-1,  
K. 1 JU 52 ground.  
F. No E/A (Flak)/heavy at T-4535, Y-3359, Stuttgart, Ludwingburg,  
Lipheim, X-8286, intense light at S-162, S-7523, X-5246, Y-3359,  
X-6183, T-3653, T-2060, S-4214. Moderate light at S-2030, X-6781,  
X-7357, T-5080 moderate light at Gunzblg Airrome, Sasegn S-7328.  
G. 1 P-47

## USSTAF DISTRIBUTION

Action to : D/Ops (5)  
Info to : D/CG Ops  
D/Intel (5)  
D/ARM (2)  
Stat Control (2)  
C/S  
USSTAF ADV  
AG Records

USSTAF MAIN IN 32035



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

S

TAC 42 TAC 42

TAC 42  
OPERATIONAL PRIORITY

SUPR JEUS V JETF QVQ 4  
V

JBAF V JETF JETF NR 33-1 OP OP (R 10/21) RESTRICTED  
T AMY

JBJB V JETF JETF NR 33-2 OP OP (R 10/21) RESTRICTED  
T XAH

JEUS V JETF JETF NR 33-3 OP OP (R 10/21) RESTRICTED  
V

JEUS V JETF JETF NR 33-4 OP OP (R 10/21) RESTRICTED  
T AFA

X

FROM FIRST TACTICAL AIR FORCE (PROV) (ADV) 202149B  
TO USSTAF (MAIN) ATTN D/OPS  
SHAEF AIR (MAIN) OPS RECORDS  
SHAEF AIR (STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
R E S T R I C T E D MULTIPLE  
GR -- BT

D-298 1ST TAC AF (PROV)9

FIRST TACTICAL AIR FORCE (PROV) OPSUM 39

PERIOD 082000 TO 152100.

AA. U. . SEVENTH ARMY.

BB. 2930/2861 P-47'S 34/34 BEAUFIGHTERS.

CC. 765.48 TONS, 269 ROCKETS.

DD. E/A IN AIR 3-3-14, E/A ON GRD 159-8-156, LOCOS 59-139, MTT  
498-266, STAFF CARS 4-1, CRANES 1-0, SEARCHLIGHTS 2-0, RR CUTS 27,  
ROAD BLOCKS 10, GUNS 36-29, M/YGJS ATTACKED 20, RR CARS 518-1012,  
HDV 224-44, AFV 11-12, BLDGS 1223-540, MOTORCYCLES 27-0, TRAILERS  
9-25, BARRACKS 0-5, RR CONTROL TOWERS -6, HANGARS 5-6, ROUNDHOUSE  
1-1, TURNTABLE 0-1, SUPPLY DUMP 0-2, 53-.49)34 0-1, GAS STORAGE  
TANKS 1-1, TANKS 3-3.

EE. 197-11-170.

FF. E/A: 55 FW-190'S 70 ME-190'S, 33 ME-262', 1 UNIDENTIFIED  
A/C ENCOUNTERED IN CRAWLSHEIM, HALLE, WISSEMBURG AREA.

FLAK: INTENSE HEAVY FRIEBURG. MODERATE HEAVY SCHWEINFURT,  
N7645, N8065, N9864, T4099, F2680, STUTTGART, SCANT HEAVY HEIL-  
KBRONN, O-6527, N7457, S7889, S1055, SCHWIENFURT, T5819, R6131,  
ROTHENBURGLN ANSBACH, UDWIGSBURG, STUTTGART. INTENSE LIGHT NUENBURG  
AIRBORNE N7057, N7057, N7057, N7057, N7057, N7057, N7057, N7057

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

S4822, S3225, S8434, T7619, Y9048, N9564, T7718, T5819, ROTHENBURG,  
LUDWIGSBURG. MODERATE LIGHT S1627, Y7860, S3658, S4060,  
S5023, S6228, S8488, S6699, T1612, T7225, T6825, S2166, N9965.  
SCANT LIGHT UFFENHEIM, P

0560, O-3978, N8720, S7636, N7563, S4070,  
Y9243, S2968, ROTHENBURG, ANSBACH, BAYSUTH. INTENSE HEAVY S1933.  
MODERATE HEAVY S1528. SCANT HEAVY STUTTGART, N9873, S3245,

UGSBURG  
SULTZ, W6744. INTENSE LIGHT GUNZBERG, LUDWIGSBURG, N9862, X5879,  
S1845, N7010, X4886, U0398, O-7859. S1933. MODERATE LIGHT S5570,  
S2440, S4469, N9863, M8023, P1031, O-7573, O-1056, O-7859, X8484,  
X8383, S0942, STUTTGART, S6592, BAMBERG, S4769. SCANT LIGHT BABER,  
STUTTGART TO P1072, S1514, S0738, S7639, S0595, S1660, S2665.  
INTENSE MODERATE INACCURATE X8383, S0942, STUTTGART, BAMBERG, S4769.  
SCANT LIGHT BAMBERG, STUTTGART, LISSEMBURG, N6702: T0834, O-0064,  
O-0970, O-7850, O-7434, O-908, S1864, S3278, S4278, S1072, S1514,  
S0738, S7639, S0595, S1660, S2665. INTENSE HEAVY W1586, S0437,  
NURNBURG. MODERATE HEAVY BAMBURG, AUGSBURGMV SCANT HEAVY S0911,  
R8820, S5358, T2096, O-7961, O-4350, REGENSBURG, T6524, INGOLSTADT,  
T5819, T4475, O-3956. INTENSE HEAVY T3809. MODERATE HEAVY STUTTGART.  
SCANT HEAVY LUDWIGSBURG, T3985, S0834, T4595, S8034, NELLINGEN AIR-  
DROME. MODERATE LIGHT T4337, S0728, O-4746, S2056, HALLE, W 2090.  
SCANT LIGHT T0931, T5633, T4595, T8517, S1855, U O-4234, EGENBURG.  
INTENSE HEAVY WAIBLINGEN, O-4040, STUTTGART, O-3103, S4157, FURTH,  
MUNICH, T2787, T47: -/D. INTENSE LIGHT STUTTGART, S3060, S6060,  
S3560, Y4584, S4157, S3569, LEIPHEIM. MODERATE LIGHT STUTTGART,

LUDWIGSBURG, S4661, S3760, S4461, S2040, S8457, OHRINGEN. SCANT  
LIGHT P9747, S3068, S4362, NEUSTADT, HASLACH, O-51, GOPPINGEN,  
S7070, O-4815, STUTTGART, O-3111, O-3099.  
GG. 10 P-47'S.

WEBSTER

BT 202149B

EL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

5

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 50 TAC 50

TAC 50

OPERATIONAL PRIORITY

SUPVR JEUS V JETF QVQ 4

JBAF V JETF JETF NR 32-1 OP OP (R 9/21) RESTRICTED  
T AMY

JBAF V JETF JETF NR 32-2 OP OP (R 9/21) RESTRICTED  
T XSM

JEUS V JETF JETF NR 32-3 OP OP (R 9/21) RESTRICTED

JEUS V JETF JETF NR 32-4 OP OP (R OKWQ) RESTRICTED  
T AFA

31955  
FROM FIRST TACTICAL AIR FORCE (PROV) (ADV) 202022B  
TO USSTAF (MAIN) ATTN: D/OPS  
SHAEF (MAIN) AIR OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF  
SIXTH ARMY GROUP

R E S T R I C T E D  
GR BT

D 297 1ST TAC AF (PROV)

OPSUM NO. 109 PERIOD 1820100 TO 192100

FIRST FRENCH AIR CORPS

PART II - FIGHTERS AND FIGHTER BOMBERS.

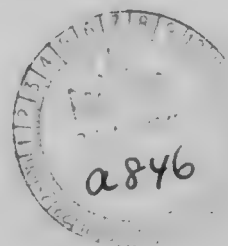
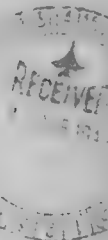
- A. AIR COOPERATION, ACMED RECCES, DIVE BOMBING, ESCORT, AREA COVER
- B. 82 SPITFIRES, 260 P-47'S.
- C. 66 SPITFIRES, 259 P-47'S.
- D. 51.75 GP, 15.12 FRAGS, 16 NAPALM.
- E. THROUGH K - NIL

PART III - RECCE. 12 A/C ON 6 VISUAL RECCE MISSIONS.

PART IV - ANNEX.

AA. FIRST FRENCH ARMY.

BB. 72/66 SPITFIRES, 260/259 P-47'S.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

C. 82.87 TONS.

D. M/T 11-6, HDV 1-0, BLDGS 86-53, TRAILERS 1-1, GUNS 1-0,  
FULL TRACK 1-0, MOTOR CAR 11-4, CAR 1-0, TANK 1-0, MISC  
DUMP 1-0, FUEL DUMP 1-0, FACTORY 1-0, PERSONNEL KILLED 35.

EE. NIL

FF. FLAK: SCANT HEAVY AT T4535, Y3359, STUTTGART, LUDWIGSBURG,  
LEIPHEIM, X8286. INTENSE LIGHT AT S1627. S7523, X5246,  
Y3359, X6183, T3653, T2060, S4214. MODERATE LIGHT AT  
S2030, X6781, X7357, T5080. SCANT LIGHT AT GUNZBURG AIR-  
DROME, SAEIEZN S7328.

G. NIL

PART V - WESTERN FRENCH AIR FORCES - (34 MISSIONS, 89 SORTIES)

16 A/C ON 2 MISSIONS, BOMBING OF FLAK POSITIONS AT OLERON ISLAND,  
1.7 TONS GP, TARGET HIT.

26 A/C ON 26 RECCE AND ARTILLERY ADJUSTMENT MISSIONS.

3 A/C ON 1 ESCORT MISSION IN POINTE DE GRAVE AREA.

4 A/C ON 3 QUADRUPLE MACHINE GUNS AND A BLOCKHOUSE IN POINTE DE  
GRAVE AREA, 1 TONS GP, 3 BOMBS HIT THE TARGET.

16 A/C ON 2 MISSIONS, BOMBING OF BATTERY AT POINTE DE GRAVE AREA  
4 TONS GP.

12 A/C BOMBING OF BATTERY AT POINTE DE CATSEAU IN THE OLERON  
ISLAND, 3 TONS GP, 7 BOMBS HIT TARGET.

12 A/C BOMBING CHATEAU D'OLERON, 3 TONS GP, TARTET.

LOSSES: 1 A/C DAMAGED (NO DETAILS GIVEN)  
TONNAGE: 12.7 GP.

WEBSTER

BT 202022B

6050/22

Recd 22/2325 B  
JDB

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OP SECRET

CONFIDENTIAL

In reply cite: 0329 0411 22

From: HQS 1st TACAF 2201158

To: HQ USSTAF MAIN 221438  
AIR STAFF SHAPE  
AIR LIAISON OFFICE

Internal address:

USSTAF MAIN with D/Ops, SHAPE AIR  
SHAPE Ops records, SHAPE AIR  
SHAPE Ops records, AIR LIAISON  
OFFICE WHITEHALL  
Sgt. J. J. J.  
From: 1st TACAF (Prov)

1st TACAF (Prov) Opsur number 38 Period ending 01200 to 06200.  
1st French Air Corp.

A. 1st French Army.

B. 861/849 P-47's, 22/274 Spitfires.

C. 136.07 tons.

D. Locom 10-10, observation post 1-0, Trailers 1-0, bldg 227-119,  
railroad cars 115-181, motor transport 39-5, motorcycles 1-0, armored force vehicle 0-  
1, horse drawn vehicle 3-2, road blocks 1, railroad bridges 2-0, flak battery 5-0,  
factory 2-0, supply dump 0-1, barracks 0-1, road-junction 1-0 rail cuts 11.

E. 1-0-1.

F. Enemy aircraft; 2 unidentified aircraft at Lauterbourg flying  
Southwest no contact. 1 ME-109 taking off at Hove at 1315 hours claims 0-0-1. Flak:  
Intense heavy Northwest of Karlsruhe. Intense accurate heavy Neustadt, Totzenburg,  
R615380, Singen R 6940, R7050, 3 1001, Schmiedel, R618400. Intense accurate light  
R22374, R746, Hornberg, Rothenburg, Pforzheim, Singen, R6940, R7050, R615387, R611378.  
Intense inaccurate heavy at Clingen. Medium accurate heavy R967102, R615390. Scant  
accurate heavy R 610240, R 3769. Scant intense heavy South of Freidburg, R 61534,  
with rockets 0585, R615385 of 6 R 615340 with rockets 0585, R040920, W 820955.  
Medium heavy Offenburg, Medium light Ilegel. Intense heavy accurate Rastatt, R9423.  
Intense heavy inaccurate R3566, Stuttgart. Moderate heavy accurate Stuttgart. Moderate  
light accurate R 3639, 3318, Moderate heavy inaccurate Stuttgart, R4727, R 4790,  
R9402. Intense R4532, R 4630. Scant light intense R4723, R9831.

G. 5 P-47's

USSTAF MAIN DISTRIBUTION:

Action: D/Ops (5)

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR OF ANY PART THEREOF, IS REQUIRED. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARA-  
PHRASED VERSIONS AND WILL BE MARKED "PARAPHRASED". THE MAKING OF A PARAPHRASED VERSION OF THIS MESSAGE IS PROHIBITED. THE MAKING OF A PARAPHRASED VERSION OF THIS MESSAGE IS PROHIBITED. THE MAKING OF A PARAPHRASED VERSION OF THIS MESSAGE IS PROHIBITED.

USSTAF ADV AG RECORDS

USSTAF 221438  
CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HO, US STRATEGIC AIR FORCE

INCOMING MESSAGE

CLASSIFIED

OF PRIORITY CONFIDENTIAL

IN ARMY CITE: D 305

21 APRIL

FROM: 1ST TACAF 211005H

INTERNAL ADDRESS:

TO : USSTAF 212000H  
M4 AIR STAFF SHAPE AND  
AIR LIAISON WHITEHALL LONDON.  
M4 6TH US ARMY GP  
2ND TAC

TO : USSTAF MAIN  
ATTN: D/OPS  
TO : SHAPE MAIN AND OPS RECORD  
AIR LIAISON WHITEHALL  
2ND TAC, 6TH ARMY GP  
(BY COURIER)  
END: 212000H

0000H 190 peried 192100 to 202100 42 Bomb Wing and 12th TAC

Part I Medium bombers 56/47 B-26 on Laupheim Airzone X 625005,  
58.98 tons frags, excellent. 92/71 J-26 on Ingolstadt Mooring same dump  
T-744279, 78 tons frags, 52 tons dums, excellent. Claims and losses  
nil.

Part II fighters and fighter bombers

A escort, dive bombing, A/A, air cooperation, and 8 fighter. B  
352 F-47, 8 Mustangs. C 351 F-47, 8 Mustangs. D 31.5 GP, 3.5 INT,  
22.74 frags, 20.0 MUX, 21.5 ID, 6.323 Napalm, 20 rockets. E nil. F  
A/A on ground 70-0-102. G. and H. nil.

Part III Accos. 56/56 Y-6 on TAC/A. 32/32 Y-5 on P/H. Claims  
and losses: nil.

Part IV annex

A. US 7th Army. B 352/351 F-47, 8/8 Mustangs. C 105.565 tons.  
D Losses 4-4; all cars 55-53; M/T 220-250; tanks 2-1; M/T 4-5; guns 9-34;  
bldgs 197-30; M/T 47-44; motorcycles 1-0; M/Y attached 1; staff cars 0-4;  
trailers 5-7; ammo dumps 1-0; barracks 1-0; hangars 3-0; rail cars 2;  
tractors 0-1; road blocks 4; roundhouse 0-1; radar towers 0-2; radar  
station 0-1; M 70-0-102. F. M/A; 1 M4 109 attached P/d. Losses. Flak:  
Intense heavy; Munich, Stuttgart, J-2605 scent heavy; Ludwigshurg 8-1526,

USSTAF IN 31730

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE

EDITED LITERAL TEXT

D 305

-2-

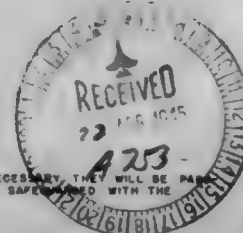
Stuttgart, Augsburg, S-1728, Munich. Intense light: S-3505, Buresch  
7415, X-3464, S-3105, Ludwigsburg, Ingolstadt Airbase, Y-4868, X-3260  
Airbase, X-6160, Airbase S-2603, S-3400, S-2703, S-3300, X-2896,  
X-3599, X-3299, X-8660, T-3668, T-5890, S-6253. Moderate light: X-6362,  
X-6160, X-2090, to X-2898, X-6050, S-0911, S-2308, S-2802, Y-9455,  
T-5618 Augsburg, S-5551. Scout light: T-7279, T-5590, X-7083, X-8585,  
S-3000, S-2606, Y-3259, S-7558, Augsburg S-3901, T-3852, Y-7899, S-8464.  
O Nil.

USSTAF DISTRIBUTION:

ACTION: D/OPS (6)

INFO : D/INT (5)  
STAT CONT (-)  
AS RECORDS

USSTAF IN 31733



\*THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ. US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

**OF PRIORITY CONFIDENTIAL**

IN REPLY CITE: D 311

21 APRIL

FROM: 1ST TAF PROV 211047D

INTERNAL ADDRESS:

TO : USSTAF 212033B  
AID STAFF CHIEF  
AIR LIAISON OFFICER  
2ND TAF  
6TH AIRY GP

TO : USSTAF  
ATTN: D/OPS  
TO : SHAW MAIN AIR OPS RECORD  
AIR LIAISON OFFICER  
2ND TAF, 6TH AIRY GP  
(BY COURIER)  
SUB: WEBSTER

OPRA number 110 period 192100 to 202100 1st French Air Corps

Part II-Fighters and fighter bombers.

A fighter sweeps, escort, A/A, and air cooperation. B 66 Spits, 141 P-47. C 64 Spits, 140 P-47. D 2.5 tons GP, 16.0 IB, 13.11 frags. E. Nil. F Nil. G 1 Spit. H 1 Spit

Part III-recce. 15/15 A/C on TAC/A. 2/2 A/C on P/d. Claims and losses; nil.

Part IV-annex

A. French 1st Army. B 66/64 Spits, 141/140 P-47. C 11.61 tons. D Locom 8-4; all cars 0-40; M/T 21-6; M/V 202; Bldgs 284-18; HAV 23-0; trailers 4-0; rail cart 1; woods set on fire 3; radio car 0-1; Vans 3; personnel killed 30; factories 1-1; tanker 1-0; bus 1-0; E. Nil F A/A: nil. Flak: heavy intense accurate: A-7611, A-9447, A-1140, A-4339, Donauessingen, A-1044, north east and south east of Stuttgart. Light intense accurate: A-7611, Goppingen, Kirchheim, A-090490, A-4339 Donauessingen. Heavy intense inaccurate: A-5728, Schwenningen. Light intense on accurate: A-5729, A-1517, Schwenningen. Heavy moderate accurate: west of Ulm, A-258240, Kirchheim, A-2921. Light moderate accurate: S-2607, A-530219, Ludwigshurg. Heavy moderate inaccurate: Pfulingen (?), Mengen, A-8350. Light moderate inaccurate: A-5505. Heavy scant accurate: north west of Stuttgart. Heavy scant inaccurate: Heustadt. G 1 Spit.

USSTAF IN 21745

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY. THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE

EDITED LITERAL TEXT

D 311

-2-

Western French Air Force total mission 18, total sorties 40/40.  
1/1 A/C rescue. 24/24 A/C on 2 bombing missions on last strong points  
at Point de Grave, 15.0 tons, target hit; the garrison surrenders after  
the attack. 1/1 A/C on P.d. 14/14 A/C on patrols. Claims and losses  
nil.

### USSTAF DISTRIBUTION:

ACTION: M/OPS (6)

INFO : M/LIT (5)  
STAT CONT  
M MACORDS

USSTAF LI 31745



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

## CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

OPERATIONAL PRIORITY **CONFIDENTIAL**

II. R.FLY CITE: D-269, APRIL 19.

II. T. H. ADDRESS:

FROM: HQ FIRST TAC AF 191900B

TO: USSTAF (MAIL ATTN: D/OPS),  
SLEEF (MAIL) D OF OPS RECORDS,  
AIR MINISTRY WAR ROOM  
WHITEHALL, SECOND TAF, SIXTH  
ARMY GROUP

TO : HQ USSTAF 210601L  
SLEEF

SGD: MINISTER

SECOND TAC AF  
AIR MINISTRY WHITEHALL

Operational number 108 period 192100 to 192100 42 Bomb Wing and Twelve TAC.  
Part 1-Medium Bombers 121/58 B-26s 1 Schmeissner landing ground and  
dispersed area, X 425378, 57.36 tons frags, good. 71/66 B-26s on  
Ristissen A/D, X 57007, 75.06 frags, excellent. 0/3 B-26s 1 road  
junction X 750450, 3.6 tons frags, poor. Claims: nil, losses: 1 B-26,  
flak.

Part 2-Fires and Fire Bombers. A. Escort, dive bombing, air cooperation,  
A/E, nil. B. 476 P-47s, 3 Beaufighters. C. 468 P-47, 3 Beaufighters.  
D. 15.0 tons RDS apt RDX, 32.06 frags, 30.0 GP, 8.5 TB, 0.75 SAF CM,  
111 rockets. E. nil. F. E/A air 0-0-2: on ground 5-0-7. G. 2  
P-Ws. H. 2 P-47s.

Part 3 Reco 62/ 62 6-6c 1 TAC/R, 19/19 P-56 on 2/R. Claims E/S in air  
0-0-2: losses: nil.

Part 4-Annex. A. U S Seventh Army. B. 478/468 P-47s, 3/3 Beaufighters.  
C. 96.31 tons. D. Claims: E/A in air 0-0-2, E/A on ground 5-0-7, M/T  
89-28, HDV 23-5, bldgs 206-34, road blocked 4, guns 1-1, supply dump 0-1,  
locom 4-11, RR cars 32-112, railers 0-2, M/T attacked 5, rail cuts 4,  
motorcycles 1-0, tractors 1-1, staff cars 4-0, barges 0-6. E. 8-0-9.  
F. E/A: 2 ME-262s encountered and attacked. F. Flak: intense, heavy,  
accurate: Lechfeld, W-3667. Intense, light, inaccurate: X-3575, W-285672.  
Moderate, light, accurate: W-3265, W-285145, W-9274, W-8574. Moderate,  
heavy, accurate: W-3265, W-285145. Moderate, heavy, intense: W 0847,  
W-365, W-4050. Moderate, light, intense: V-911490, V 9448, W-3849.

USSTAF MAIN IN 31619

(cont'd)

- 1 -

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

STRATEGIC AIR FORCE  
INCOMING MESSAGE  
PRIORITY

REF: D-269, APRIL 19, CONT'D.

Scant, light, accurate: W-970925, scant, heavy, accurate: W-3518.  
Scant: light, intense: X-3775, W-010500. Scant, heavy intense:  
W-010500, R-826234. RR flak at X-2575, W-030416, W-552218, W-550300.  
G. 2 P-47s.

**USSTAF MAIL DISTRIBUTION:**

ACTION: D/OPS (5)

INFO : D/COPS  
D/D TEL (5)  
STAT COMTL (2)  
D/ARM (2)  
C/S  
USSTAF ADV  
AG RECORDS

USSTAF MAIL ID 31619

- 2 -

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

mcx

~~OPERATION CODED~~ ~~PROPERTY~~ ~~CONFIDENTIAL~~

IN REPLY CITE: 19 April 1945.

FROM : 1ST TAC AF 1919108

INTERNAL ADDRESS:

TO : HQ USSTAF 2005258

SEC : WEBSTER

AIR STAFF SHAEF

TC : USSTAF MAIN ATTN: D/OPS

2ND TAC AIR FORCE

RECORDS, AIR MINISTRY WAR

6TH ARMY GROUP

ROOM WHITEHALL, 2 TAF, 6TH

AIR MINISTRY WHITEHALL

ARMY GROUP

FROM : 1ST TACAF ADV

Open number. 108. 172100 to 13 2100 First French Air Corps part 2 - Fighters and Fighter Bombers A. Escort, Fighter sweeps, air cooperation. B. 92 Spits, 180 P-47's. C. 88 Spits. 180 P-47's. D. 6. 0 tons frags. 39.0 up, 4.0 lb. E. Through H nil.

Part 3 - recon. 12/12 P-51's on TAC/R, 2/2 P-38's on P/R. Claims and losses: nil.

Part 4 - annex. A. French First Army. B. 92/88 Spits, 180/180 P-47's. C. 49.0 tons. D. M/T 52018, HDV 9-5 bldgs 241-85, road blocks 4, locos 4-1, RR cars 10-60, trailers 3-0, rail cuts 14, motor cycles 1-0, 2-0, personnel 34, fuel dumps 2-0, full tracks 3-0 a. nil. E. 2/A and flak: nil. G. Nil. Western French Air Force 23 missions, 135 sorties, 6 A/C gun positions in Pointe De Grave sector, 29 tons, good, 11 missions, 39 A/C defense positions, 14 tons, good, 5 missions, 4 A/C defenses near BAILLET in Pointe De Grave sector, too tons, good. 8 A/C gun position south of Soulae, 4 tons, fair, 4 A/C gun positions NE of Ameleq in P. D. G. Sector, 2 tons, good, 1 A/C Fort at Verdon, 2 tons, good, 4 A/C gun position east of Verdon, 2 tons, fair, 4 A/C defended area, 2 tons, good, 4 A/C strong points at Point De Grave, 2 tons, fair. Claims and losses: nil. Tonnage: 57.

USSTAF MAIN DISTRIBUTION:

Action: D/Ops. (5)

Info : D/CG Ops.  
D/Int. (5)  
D/Arm. (2)  
Stat. Control (2)  
C/S  
USSTAF ADV  
AG RECORDS

USSTAF MAIN-IN 31414

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE

### INCOMING MESSAGE

EDITED LITERAL TEXT

OPERATIONAL PRIORITY CONFIDENTIAL

ack

IN REPLY CITE: D-204 19 April 1945.

FROM: 1ST TACAF 191515B

INTENDED ADDRESS:

TO: Hqs USSTAF 192317B  
AIR MIN WHITEHALL LONDON  
Hqs 6TH ARMY GRP MATH  
2ND TAC AF

TO: USSTAF MAIN ATEN: D/OPS  
USSTAF MAIN AIR OPS RECORDS  
AIR MINISTRY WAR ROOM  
WHITEHALL  
2ND TAC, 6TH ARMY GROUP  
WEBSTER

SGD

OPSUM number 107. 162100 to 172100Z Bomb wing and 12 TAC.

Part 1 - Medium bombers. 100/95 B-26's on Dettelsen ammo dump 3230805, 40.54 frags, 133.5 demos, good to excellent. 17/17 B-26's on Gunzenhausen ammo dump T419625, 34.0 demos excellent. 19/19 B-26's on gun emplacement at T240840, 32.5 demos, good. 52/50 B-26's on Chateau De Oron Fortress T220350, 96.5 demos, excellent.

Part 2 - Ftrs and F/B.

- A. Escort, air cooperation, A/R, and M/F.
- B. 456 P-47's, 6 Beaufighters.
- C. 453 P-47's, 6 Beaufighters.
- D. 83.75 tons Gp, 9.2 AAA 20.5 LB, 4.0 T.T., 23.12 frags, 23.12 rockets.
- E. Nil
- F. E/A in air 2-2-5, E/A on ground 10-0-7.
- G. 51-47's
- H. 2 P-47's

Part 3 - Hacco. 60/60 B-6's on T-C/R; 19/19 F-5's on P/R. Claims and losses: nil.

Part 4 - Annex. AA. US 7th Army. BB. 456/453 P-47's, 6/6 Beaufighters. CC. 140.86 tons, 43 rockets. DD. E/A in air 2-2-5, E/A on ground 10-0-7, M/T 98-83, AFV 1-5, guns 14-27, blocks 92-64, staff cars 1-1, rail cuts 5, RS blocks 4, half track 0-1, M/V 93-14, locos 19-11, RR cars 51, -141, M/Y's attacked 4, trailers 6-1, fuel dumps 1-0, M/cycles 1-0. EE. 12-2-12. FF. E/A: 14 MS-262's, 2 MS-163's, 12 MB-109's, or MS-108 and 12 FW's 190's encountered. Flak intense heavy: #6662, moderate heavy: S-1517, T3280, d9514, scant heavy Stuttgart, Nurnberg, T4200, S5075, T4195, Nellingen A/D, O-4504, S5065, intense light #6662, T4796, U1060, S1528, S1515, S4023, S4911, S4847, S4947, S0858, X0989.

- 1 -

USSTAF MAIN IN 31328 (cont'd over)

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

## CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

mok

**INCOMING MESSAGE**

~~OPERATIONAL JOURNAL~~ ~~CONFIDENTIAL~~  
Page 2.

IN REPLY CITE: D-264 19 April 1945.

82419, O-7227, Stuttgart, Warblingen, S4456, moderate light NW or  
Nurnburg, P4800, O-4501, T3280, S4553, S2010, S3284, S5005, S-4848,  
W9892, X8736, X4990, T3662, scout light W3749, W4036, W6825, W8537,  
W8028, X2747, X7486, X2941, T3497, T4195, T0334, T9961, T3997, T2235,  
P5130, S7229, S4356, S6366, T3870, southwest of Hall. GG. 5 P-47's.

USSTAF MAIN DISTRIBUTION:

ACTION :D/OPS (5)

INFO :D/CG OPS  
D/INT (5)  
D/ADM (2)  
STAT CONTROL (2)  
C/S  
USSTAF ADV  
AG RECORDS

- 2 -

USSTAF MAIN IN 31328

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARA-  
PHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE  
GREATEST OF CARE

**CONFIDENTIAL**

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HQ, US STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE  
EDITED LITERAL TEXT

OF PRIORITY CONFIDENTIAL

In reply cite: None April 16

FROM: 1ST TAC AF 161638Z

INTERNAL ADDRESS:

TO: HQ USSTAF 190419B  
AIR STAFF SHAPE  
AIR MINISTRY WHITEHALL  
6TH ARMY GROUP  
2ND TAC AF

TO: USSTAF (MAIN) ATTN: D/OPS,  
SHAPE (MAIN) AIR OPS RECORDS,  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAC, 6TH ARMY GROUP  
SGD: WEBSTER

OPSUM Number 104 period 132000 to 142000 1st French Air Corps  
Part II fighter and F/B A. Fighter sweeps, escort, air cooperation.  
B. 48 Spits, 95 P-47's. C. 47 Spits, 95 P-47's. D. 24.96 tons  
E. Nil. F. E/A on ground 4-0-0 G. 2 Spits. H. 2 Spits  
Part III Recce. 1/1 P-47 on weather recce; 2/2 A/C P/R; 12/12  
A/C TAC/R; claims and losses nil Part IV annex A. French 1st ARMY  
B. 48/47 Spits, 95/95 P-47's C. 24.96 tons D. M/T 13-0,  
trailer 1-0, locos 1-0, RR cars 0-5, bldgs 66/335, A/C shelters  
1-0, blockhouse 0-1, rail cuts 1, road cuts 2, HDV 4-2, M/cycles  
11-0, personnel killed 5, horses killed 5. E. 4-0-0 F. E/A-Nil  
Flak: Heavy intense accurate at Offenbourg, W230922. Light intense  
accurate at Appenweir, Offenbourg W525924, R155865, R189130,  
R161905, W527924 Erbach. Heavy intense accurate at R9410, W7788,  
light intense accurate at R9410, W7788, W069965, W065915, W065895,  
W055850, W055815, W030790, W015765, W035742. Heavy moderate accurate  
at R9917, Offenbourg. Heavy scant accurate at W525924. Light scant  
accurate at W085074. G. 2 Spits Western French Air Force.  
19 missions 193 sorties 24 A/C on strong point at Pont De La Brede  
in Point De Grave sector, 2 missions, 15.6 tons, target hit.  
6 A/C attacking enemy ships in the offing of the Gironde, 3 tons  
one ship hit. 24 A/C on 2 missions, strong point at Pont De La  
Traverse in Moya sector, 7.8 tons, target hit. 11 A/C artillery  
adjustment. 1 A/C photo mission Moya sector. 3 A/C recce.

USSTAF IN 31134



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

CONFIDENTIAL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PAGE 2

14 A/C Belmont works in Royan sector, 12 tons, target hit. 12 A/C telephone switchboard in Royan sector, 17.5 tons, target hit. 2 A/C on 2 P/R missions. 12 A/C Belmont works in Royan sector, 3 tons, target hit. 12 A/C Hq at Atlantic Hotel in Royan Hotel in Royan sector, 3 tons, target appeared in flames. 24 A/C infantry works in Royan sector, target number 6, 12 tons, bracketing bombing. 12 A/C fort in Royan sector, target number 3, 5.75 tons, close hits. 12 A/C enemy ships in the offing of Pointe De Grave, 6 tons, several near misses. 16 A/C Juffe fort in Royan sector, target number 3, 8 tons, target hit. 8 A/C battery in Pointe De Grave sector, 4 tons, HMO. Losses: 1 P-47 crashed, pilot drowned

**USSTAF DISTRIBUTION:**

ACTION: D/OPS (5)

INFO: D/C OPS  
D/INTAL (5)  
C/S  
USSTAF ADV  
D/AMI (2)  
STAT CONTR (2)  
AC RECORDS

USSTAF IN 31134

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS PROHIBITED IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

D/OPS

OF PRIORITY

CONFIDENTIAL

19 APR 45

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OR	( J. H. H. )	
MAJOR	( J. H. L. )	( I. H. C. )
FIFT-ETH OF	( J. C. )	( I. H. C. )
STARS	( J. H. R. )	( I. H. C. )

REPLY TO OLD TEXT NO. 6050/184/45

TON.

USST-F MAIN IN 31134

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

NO-KMR-TM

Relay of Message

1. AG Cable Section D/ops 19-4-48 1. Request relay of USSTAF IN 31134 to:  
WAR (ACTION)  
MAAF - 18th AF - JBAR (INFO)

Approved for the Deputy Commander for Operations \_\_\_\_\_

ALFRED R. MAXWELL,  
Brigadier General, USA  
Director of Operations

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

HQ, US STRATEGIC AIR FORCES IN EUROPE

EDITED LITERAL TEXT

OPERATIONAL CHECKS AND TESTS

11 70 10 1 54: 0 135, APRIL 16.

1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000 16000 17000 18000 19000 20000 21000 22000 23000 24000 25000 26000 27000 28000 29000 30000 31000 32000 33000 34000 35000 36000 37000 38000 39000 40000 41000 42000 43000 44000 45000 46000 47000 48000 49000 50000 51000 52000 53000 54000 55000 56000 57000 58000 59000 60000 61000 62000 63000 64000 65000 66000 67000 68000 69000 70000 71000 72000 73000 74000 75000 76000 77000 78000 79000 80000 81000 82000 83000 84000 85000 86000 87000 88000 89000 90000 91000 92000 93000 94000 95000 96000 97000 98000 99000 100000 101000 102000 103000 104000 105000 106000 107000 108000 109000 110000 111000 112000 113000 114000 115000 116000 117000 118000 119000 120000 121000 122000 123000 124000 125000 126000 127000 128000 129000 130000 131000 132000 133000 134000 135000 136000 137000 138000 139000 140000 141000 142000 143000 144000 145000 146000 147000 148000 149000 150000 151000 152000 153000 154000 155000 156000 157000 158000 159000 160000 161000 162000 163000 164000 165000 166000 167000 168000 169000 170000 171000 172000 173000 174000 175000 176000 177000 178000 179000 180000 181000 182000 183000 184000 185000 186000 187000 188000 189000 190000 191000 192000 193000 194000 195000 196000 197000 198000 199000 200000 201000 202000 203000 204000 205000 206000 207000 208000 209000 210000 211000 212000 213000 214000 215000 216000 217000 218000 219000 220000 221000 222000 223000 224000 225000 226000 227000 228000 229000 230000 231000 232000 233000 234000 235000 236000 237000 238000 239000 240000 241000 242000 243000 244000 245000 246000 247000 248000 249000 250000 251000 252000 253000 254000 255000 256000 257000 258000 259000 260000 261000 262000 263000 264000 265000 266000 267000 268000 269000 270000 271000 272000 273000 274000 275000 276000 277000 278000 279000 280000 281000 282000 283000 284000 285000 286000 287000 288000 289000 290000 291000 292000 293000 294000 295000 296000 297000 298000 299000 300000 301000 302000 303000 304000 305000 306000 307000 308000 309000 310000 311000 312000 313000 314000 315000 316000 317000 318000 319000 320000 321000 322000 323000 324000 325000 326000 327000 328000 329000 330000 331000 332000 333000 334000 335000 336000 337000 338000 339000 340000 341000 342000 343000 344000 345000 346000 347000 348000 349000 350000 351000 352000 353000 354000 355000 356000 357000 358000 359000 360000 361000 362000 363000 364000 365000 366000 367000 368000 369000 370000 371000 372000 373000 374000 375000 376000 377000 378000 379000 380000 381000 382000 383000 384000 385000 386000 387000 388000 389000 390000 391000 392000 393000 394000 395000 396000 397000 398000 399000 400000 401000 402000 403000 404000 405000 406000 407000 408000 409000 410000 411000 412000 413000 414000 415000 416000 417000 418000 419000 420000 421000 422000 423000 424000 425000 426000 427000 428000 429000 430000 431000 432000 433000 434000 435000 436000 437000 438000 439000 440000 441000 442000 443000 444000 445000 446000 447000 448000 449000 450000 451000 452000 453000 454000 455000 456000 457000 458000 459000 460000 461000 462000 463000 464000 465000 466000 467000 468000 469000 470000 471000 472000 473000 474000 475000 476000 477000 478000 479000 480000 481000 482000 483000 484000 485000 486000 487000 488000 489000 490000 491000 492000 493000 494000 495000 496000 497000 498000 499000 500000 501000 502000 503000 504000 505000 506000 507000 508000 509000 510000 511000 512000 513000 514000 515000 516000 517000 518000 519000 520000 521000 522000 523000 524000 525000 526000 527000 528000 529000 530000 531000 532000 533000 534000 535000 536000 537000 538000 539000 540000 541000 542000 543000 544000 545000 546000 547000 548000 549000 550000 551000 552000 553000 554000 555000 556000 557000 558000 559000 560000 561000 562000 563000 564000 565000 566000 567000 568000 569000 570000 571000 572000 573000 574000 575000 576000 577000 578000 579000 580000 581000 582000 583000 584000 585000 586000 587000 588000 589000 590000 591000 592000 593000 594000 595000 596000 597000 598000 599000 600000 6010

100-111070-121

1951 12 25: 1/15.

TO : AFB USAF 7 MAG 101203

10-10-68 (AIR) 11:15, OPR

11. ILLUSTRATION OF THE

REPORT, AIR RESEARCH

... ..

004 100000

11-20-68

On 02/82 B-26s bombed 152000 to 142000 ft Barb Ring and Southwest  
and left-hand bombers. 02/82 B-26s on straggles down to 79000,  
and down to 71000 tons down to 71000 ft. 02/82 B-26s on flar  
and down to positions at Yank. See also Y-368797, 120.03 tons  
down to 71000 ft.

... .. Fighter B-29's. A Report, fighter group location  
... .. artillery support, dive bombing, 2/1, air cooperation, and  
... .. 1st Air Force. B. 707 1-A7c, 8 B-29's. C. 312 P-51's.  
... .. 1st Air Force. D. 29 O tons 78. 35.7 tons 1 ags. 26.25 tons 1.5 AC,  
... .. rockets. E. Mil. F. 1/A 1st air 2-0-2, 2/A 1st air 2-0-2  
... .. 1st Air Force. H. 1st Air Force.

Page 1 - Spec. 24/50 F-35 T/R; 2/8 A/C; 1/1 A/C speed & back  
the way in side 1-C.C. London: 2:30. One disk.

Force 1: 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212nd, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312nd, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412nd, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512nd, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612nd, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 660th, 661st, 662nd, 663rd, 664th, 665th, 666th, 667th, 668th, 669th, 670th, 671st, 672nd, 673rd, 674th, 675th, 676th, 677th, 678th, 679th, 680th, 681st, 682nd, 683rd, 684th, 685th, 686th, 687th, 688th, 689th, 690th, 691st, 692nd, 693rd, 694th, 695th, 696th, 697th, 698th, 699th, 700

USC: 4.1.5. DISTRIBUTION:

..34102: D/OPS (8)

USSTLF MAIL IN 30075

INFO : D/COPS D/INTEL (5) C/S

USSTAF ADV D/ARM (2) STAF COLL (2) AG RECORDS 18 APR 1945

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS PROHIBITED IF ADDITIONAL COPIES ARE NECESSARY. THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SO MARKED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

JR

EDITED LITERAL TEXT

OPERATIONAL PRIORITY OR - DEFERRED

[illegible]

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THE COPY WILL BE PHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OK *KL*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

NO-LTR-TIM

Relay of Message

1. AG Cable D/Ops 18-4-48 1. Request relay of message UBSTAF IN 30874 to:  
S,otion  
WAR (ACTION)  
MAAF, 15th AF, JEAR (INFO)
2. Request relay of message UBSTAF IN 30878 to:  
WAR (ACTION)  
MAAF, 15th AF, JEAR (INFO)

Approved for the Deputy Commander for Operations \_\_\_\_\_

ALFRED R. MAXWELL,  
Brigadier General, USA  
Director of Operations

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

IN THE STRATEGIC AIR FORCE IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT  
OPERATIONAL PRIORITY SECRET

ack

IN REPLY CITE: D-77      11 April 1945.

FROM : 1ST TAC AF PROV 1291581

INTERNAL ADDRESS:

TO : HQ USSTAF 1420368  
AIR STAFF SHAPE MAIN  
AIR MINISTRY WHITEHALL  
2ND TACAF

TO : USSTAF (MAIN)  
ATTN : D/OPS

SHAPE (AIR) MAIN G'S ESCORT'S,  
AIR MINISTRY WAR ROOM WHITEHALL,  
2ND TAF,  
6TH ARMY GROUP

SOD : WEBSTER

CASUALTY NUMBER 100. Period 092000 to 102000. 1st French Air Corps. Part II-Fighter and fighter bombers.

- A. Fighter sweep and air cooperation.
- B. 58 spits, 85 P-47's.
- C. 53 spits, 85 P-47's.
- D. 30.23 tons frags.
- E. Nil.
- F. No H. Nil.

III- Locos. 2/2 spits on MCA/R. 12/12 A/C on TACAF. Claims and losses: Nil

IV-Annex. AA. French 1st Army. BB. 58/53 spits, 85/85 P-47's. CC. 30.23 tons frags. DD. Locos 2-0, M/T 11-9, M/Casios 1-0, H/W 2-4, personnel killed 120, RE cars 0-10, bldgs 26-8, flak btys 2-0, road cut 1. EE. Nil. FF 2/A. All flak: intense accurate heavy 30 431, R 9425, R 3627, Mellingen. Intense accurate light R 9129, to R 8824, to Bollingen from Leonberg to Ditzeljen, Hochingen, R 9425, R 9831, R 3627. Mellingen. Medium accurate heavy R 7930, intense light R 5522. EE. Nil.

USSTAF MAIN DISTRIBUTION:

ACTION : D/OPS (5)

INFO : D/C OPS  
D/INT (5)  
STAT CONT (2)  
D/ARM (2)  
C/S  
USSTAF ADV  
AG RECORDS

A25

USSTAF MAIN IN 30147

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY. THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

OPERATIONAL PRIORITY CONFIDENTIAL

In reply cite: D-97

14 April 1945

From: Hq FIRST TAC AF 122041B

Internal address:

USSTAF MAIN Attn: D/Ops.,  
SHAER Air Main Ops Records,  
SHAER Air Stannore Ops Records,  
Air Ministry WAR Room Whitehall  
From: First TAC AF PROV ADV  
Sgd: Webster

To : Hq USSTAF 141552B

First TAC AF PROV OPSUM #38. 012000 to 082000.

A. US 7TH Army.  
B. 3473/3410 P 47's, 30/29 Beaufighters.  
C. 798.04 tons, 374 rockets.  
D. E/A in air 12-2-9, E/A on ground 92-14-124, locos 113-205,  
RR cars 723 - 2159, M/T 569 - 514, AFV 8 - 18, motorcycles 6 - 1, guns  
27 - 66, barracks 10 - 14, bldgs 938 - 466, round houses 1-3, kitchen  
units 0-2, trailers 17 - 13, road bridges 1 - 0, HDV 69 - 48, RR  
turntables 0-1, radio stations 0-1, tank retriever 1-0, staff cars  
19-5, hangers 6 - 5, tunnels 1 - 0, fuel dumps 3-1, M/Y attacked 28,  
rail cuts 43, road blocks 11, radio van 1-0, loco repair depot 0, 1,  
tanks 12 - 22, ammo dumps 1 - 1, supply dumps 0-1, cranes 0-3, RR  
platform 0 - 1, tractor 1-1.  
E. 104 - 16 - 133.  
F. 25 ME 262's, 75 ME 109's, 2 ME 190's, 12 FW 190's, 1 ME 110,  
1 JU 52, and 6 jet A/C encountered. Flak: intense heavy: Schweinfurt,  
N 7559, N 7963, N 9862, Marksteinloch, N 8 264, N 8066, N 7559, Longwell  
A/D. Moderate heavy: Ludwigsburg, Ansbach, S 1672, Schweinfurt, N  
7559, soant heavy: N 7156, Nuenburg, Schweinfurt, T 7719. Intense  
light: R 9322, R 1314, S 0911, N 7156, S 7328, X 2844, X 1441, X 1441,  
X 1045, Angelstadt A/D, N 7559, S 1672, S1672, N 9407, S 1474, N 0595,  
Leipheim, A/D, T 7719. Soant light: 03511, T 1484, R 9762, N 8800,  
T 1582, T 0877, S7329, S1372, T 0186, S 1373, O 3014, O 3107, R 3787,  
R 8520, Coblengen A/D T 4474, N 1533, O 5000, N 8066, N 8526. Moderate  
light: T 2682, T 0838, O 3874, O 1136, N 0496, T 1142, T 1820, S4848,  
P 3204. Moderate heavy: S 2520, R 8238, Soant heavy: S 0624,  
Stuttgart. Intense light: Stuttgart, S0530, S 8090, S 3042, T 3970,  
T 2194, R 8238, R 9224, R 9339, Heilbronn. Moderate light: R 0804,  
W 5440, S 1260, W 8090. Soant light: Stuttgart, Ludwigsburg, R 9014,  
Hall, Neunstein, intense heavy: Stuttgart, Ansbach A/D, N 7352, T 2712.

PAGE 1

USSTAF MAIN - IN 30103

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**  
OPERATIONAL INFORMATION ONLY - NOT FOR PUBLICATION

EDITED ~~GENERAL~~ TEXT

IN REPLY CITE: D-97

14 April 1945.

T 7719, Offenb. Moderate heavy; Schweinfurt, N 7964, N 7264,  
N 7258, Ansbach A/D. Scant heavy: S 1363, S 7329, N 5847, N 5847,  
N 7964, N 9963, Stuttgart, Schweinfurt, Y 6163. Intense light:  
Ansbach A/D, X 1173, X 6276, X 2390, X 9393, X 4978, X 6698, X 6072,  
S 0002, S 6963, S 5357, S 9680, S 1363, S 7328, S 1565, T 2095, T 1885,  
T 2933, T 0082, R 9531, R 8661, R 3959, R 9759, R 7754, R 9060, O 7772,  
O 8073, W 3066, T 7716, T 7624, Mainzheim. Moderate light: Ansbach  
A/D, N 9964, N 9402, N 8527, N 9461, S 8697, S 1164, S 9659, T 4376,  
T 0782, T 1185, W 7190, O 7464. Scant light: Crailsheim, Bruchsal,  
N 7821, N 8411, N 5938, N 5407, N 4674, N 7560, N 4600, S 9409, S 1085,  
S 1085, S 1160, S 1167, S 9881, S 1373, T 1184, T 2095, T 2892, T 2594,  
X 1499, X 3780, R 8561, Wurnburg, T 5193. Heavy intense accurate:  
Illingen, R 635465, Bietigheim, W 712842, S 0966, N 8457, N 5369, to  
N 6880, W 2565. Heavy moderate accurate: Wurnburg S 8859, N 6567,  
N 6457, S 0835, R 895395, Schweinfurt. Light intense accurate:  
Donaueschingen R 635465, Bitetigheim, S 2812, S 0575, S 5224, S 7162  
R 9511, N 7353, N 9783, N 7364, N 8457, T 0981, X 9736, W 2565,  
Bochenheim, A/D, Boblingen A/D Velligheim, R 9056, R 9258, R 9258, R 9557,  
R 8756. Light moderate accurate: R 895395, Boblingen, N 7836, N 4654,  
S 8859, S 4360, S 4860, R 3623, R 9541, T 2060, Schweinfurt, R 8755.  
Scant light: S 7250, S 4748, S 1363, S 2947, Offenb. O 2162, T 7070,  
T 1393, N 8550, N 7430, N 6808, N 4567, R 9148, X 1641, R 7515, N 3867,  
Ludwigsburg R 5851, R 6253. Scant accurate: S 2414. Light and heavy  
moderate inaccurate R 6388. Intense heavy: R 8855, Wurnburg, A/D.  
Scant heavy: Schweinfurt, Wurnburg, S 8580. Intense light: Wurnburg,  
S 4264, S 7062, T 2062, R 7755, N 9301, N 9662, Wurnburg A/D, S 1463,  
N 4064. Scant light: R 9754, R 3458, S 8580, N 9863, W 7795, N 6752,  
W 0697, Kitzingen. Moderate light: R 9558, R 8855.  
G. Nine P-47's destroyed.

USSTAF MAIN DISTRIBUTION:

ACTION: D/OPS (5).

INFO : D/C OPS  
D/INTEL (5)  
G/S  
USSTAF ADV  
STAT CONT (2)  
D/ADM (2)  
AG RECORDS

- 2 -

USSTAF MAIN IN 30103

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

ER

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

OPERATIONAL PRIORITY CONFIDENTIAL

IL REPLY CITE: D-121, APRIL 14.

INTERNAL ADDRESS:

FROM: FIRST TAC AF 140645B

TO: USSTAF MAIL ATTN D/OPS,  
SHAPE MAIL AIR OPS RECORDS,  
AIR MILITARY WAR ROOM  
WHITEHALL, SECOND TAP, SIXTH  
ARMY GROUP

TO : HQ USSTAF 140910B  
AIR MILITARY WHITEHALL -RELAYED  
USSTAF REDLIE

EOB: WEBSTER

Opsum number 103 period 122000 to 132000 First French Air Corp no reports received. Western French Air Force 76/76 A/C on 6 bombing missions attacking M/T, dumps, gun positions, enemy Hq and Infantry concentrations in Royan and Pointe De Grave sectors, dropped 60 tons. Claims and losses: nil.

**USSTAF MAIL DISTRIBUTION:**

ACTION: D/OPS (5)

DFO : D/OPS  
D/INTEL  
C/S  
USSTAF ADV  
D/ARM (2)  
STAT CQ TL (2)  
AO RECORDS

USSTAF MAIL IL 30013



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE MINIMUM OF RISK

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

OP PRIORITY CONFIDENTIAL

TO : USSF TRAIN  
ATTN: D/OPS  
TO : MALP AIR OPS & RCT  
ATTN: IS GRN ROOM & RCT  
FROM THE AIRCRAFT OF

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE RETAINED WITH THE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN THE STRATEGIC AIR FORCE IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

IN RAPID CIRCUIT: 5/24

FROM: 1ST TAF 121500Z

TO : 1ST TAF 121500Z  
AFM 121500Z  
AFM 121500Z  
AFM 121500Z

TO: 1ST TAF 121500Z

1. 1ST TAF 121500Z  
2. 1ST TAF 121500Z  
3. 1ST TAF 121500Z  
4. 1ST TAF 121500Z  
5. 1ST TAF 121500Z  
6. 1ST TAF 121500Z  
7. 1ST TAF 121500Z  
8. 1ST TAF 121500Z  
9. 1ST TAF 121500Z  
10. 1ST TAF 121500Z

11. 1ST TAF 121500Z  
12. 1ST TAF 121500Z  
13. 1ST TAF 121500Z  
14. 1ST TAF 121500Z  
15. 1ST TAF 121500Z  
16. 1ST TAF 121500Z  
17. 1ST TAF 121500Z  
18. 1ST TAF 121500Z  
19. 1ST TAF 121500Z  
20. 1ST TAF 121500Z

COSUM number 121500Z (121500Z to 121500Z) 121500Z and 121500Z

121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z

Part I. Fighter bombers and fighters. 1. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
2. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
3. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
4. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
5. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
6. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
7. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
8. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
9. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
10. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z

Part II. Bombers. 1. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
2. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
3. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
4. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
5. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
6. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
7. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
8. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
9. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
10. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z

Part IV. Annex. 1. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
2. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
3. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
4. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
5. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
6. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
7. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
8. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
9. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
10. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
11. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
12. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
13. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
14. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
15. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
16. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
17. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
18. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
19. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z  
20. 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z 121500Z

USSTAF 1 121500Z

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

## RE US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

U.S. 271

IN REPLY CITE: 2 "

FRANK: 158 7A" 121058

3 : 5 5 9 2 1 4 3

17. 10. 1957

(一) 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

6. 结论

[illegible]

77 : 100

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

... ..

1982-1983 18000 17000 16000 15000 14000 13000 12000 11000 10000 9000 8000 7000 6000 5000 4000 3000 2000 1000 0

500 150 100 50 0

2000 10 10 10:10

vol. 145, no. 1

THE 27th SOUTH YORKSHIRE INFANTRY  
OF THE 10th BRIGADE, 1914-1918

1940-1941

COSMA number 110 inside 002000 to 100200. 2. 100000 and 200000.

Medical Records 22/001 to 22/010 (see 22/001) to 22/010  
 excellent. Same as above: 1980 and 1981.

[illegible]

Part III done 10-68, Indh, class. 74-10-10 30-68 Ind. losses: nil 1-2, weather

Part IV annex AA 700 US Army. BB. 513/511 P. C. 190 92 tons, 36 rocks 18 DU  
7/A air 0-4-1, 3/A on ground 31-0 10. 19-0 9-7, 4/T 68 lb, guns 26-9, 11 Age 278-  
120. 4R cuts A. he cars 143-226. 4RV 1-4. 4RT 1-6, staff cars 1-0. 4S 36-0 71. 4T  
15 lbs 2nd ord. 4 W 100 in Crailsheim valley, Hohenburg area. Flak: intense heavy:  
Friedberg, moderate heavy: Schwabmurt, N 7457, N 8065, N 9864, T 4097, T 7684. Stuttgart,  
scant heavy: Heilbronn, J 6527, N 7457, S 7689, S 1055, Schwabmurt, T 7619,  
J 613, Weichenburg, Ansbach, Ludwigsburg, Stuttgart. Intense light: Muench, Altdorf, N  
N 9864, N 8457, N 7957, N 8259, O 0462, S 2834, S 7790, J 7682, S 4821, S 8434, S 8434,  
T 7613, I 9143, I 9048, N 9564, T 7713, T 5814, Muehlenburg, Ansbach, Ludwigsburg.

USSTAF 1 29-69

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

# RE US STRATEGIC AIR FORCES IN EUROPE

EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

1974 8. 1. 205 (4)

2/10 1961  
 2/10 (5)  
 2/10  
 USIA OF AFR  
 WEST AFRICA  
 2/10 (2)  
 AF AFRICA

JSSPAF IN 20669



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

HQ, US STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE  
EDITED LITERAL TEXT

057-11011 0000000000

1925-26

DATE: 11-11-63:

DATE: 12/21/71 TIME: 2:00  
 NAME: ( )

( ) : ( )

( ) : ( )

UNSTARRED LIST 2-11-1944

INFO : R/C OPS  
D/TNHEL (3)  
C/S  
USSTAF ADV  
AG RECONING  
STAT CONTROL (2)  
D/AMK

USST 22 MIN IN 29294

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE

MR

**INCOMING MESSAGE**

EDITED LITERAL TEXT

OPERATIONAL PRIORITY **CONFIDENTIAL**

1. REPLY CITE : D-33, APRIL 10. INTERNAL ADDRESS:  
SOD: WEBSTER  
FROM: FIRST TAC AF PROV 101735B TO: USSTAF MAIL ATT: D/OPS,  
SHAEP AIR MAIL OPS RECORDS,  
AIR LIAISON WAR ROOM WHITEHALL,  
SECQ.D TAF, SIXTH ARMY GROUP  
TO : HQ USSTAF 110920B  
AIR LIAISON WHITEHALL  
SECQ.D TAF  
SIXTH ARMY GROUP

Consum Lc. 98 period 072000Z to 082000 42 Bomb Wing and XIX TAC  
Part I-Medium Bombers 117/98 B-26s on Klein Engatingen ammo storage  
area X 150730, 191.25 tons demo, excellent. 68/63 B-26s on Geislingen  
Oil Storage Center S 592010, 58.6 tons demo, 23.5 IB, fair.

Part II Ftrs and F/Bs. A. Escort, fighter sweep, A/ROSE, air  
cooperation and I/P. B. 771 P-47s, 8 Beaufighters. C. 757 P-47s,  
8 Beaufighters. D. 38.5 tons GP 82-0 IB, 67.8 frags, 11.8 RDX.  
E. Nil. F. E/A in air 3-04; E/A on ground 72-2-75. G and H: Nil.

Part III. Reece 64/64 F-6s TAC/R; 47/47 F-5s P/R claims: E/A in air  
0-0-3; losses: nil.

Part IV. Allen. A. US Seventh Army. B 771/757 P-47s 8/8 Beaufighters.  
C. 199.8 tons. D. E/A in air 3-04; E/A on ground 72-275: 40-0-50;  
MR cars 259-0-613; L/T 106-0-94, M/V 4-0-5, M/CYCLES 1-0-0, guns 2-0-40.  
Barracks 10-0-9, bldgs 174-0-153, round houses 1-0-2, kitchen units  
0-0-2, trailers 1-0-2, road bridges 1-0-0, HDV 2-0-2, MR turntables  
0-0-1, radio stations 0-0-1, M/Y attacked 1, tank retriever 1-0-0,  
staff cars 6-0-1, hangers 1-0-0, tunnels 1-0-0, fuel dumps 1-0-0,  
rail cuts 9, road blocks 1. E. 75-2-79. F. E/A; 10 ME 262s and  
2 ME 190s encountered: flak-no report received. G. Nil.

**USSTAF MAIN DISTRIBUTION:**

ACTION: D/OPS (5)

INFO : D/OPS D/INTEL (5) C/S  
USSTAF ADV D/ARM (2) STAT CONTROL (2)

USSTAF MAIL IN FILE

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

PMC

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

OPERATIONAL PRIORITY CONFIDENTIAL

In reply cite: D 4428

7 April 1945

From: Hq FIRST TAC AF 070516B

Internal address:

To : Hq USSTAF MAIN 070948B  
Air Staff SHAER  
Air Ministry Whitehall  
Hq SIXTH ARMY GP  
Second TAC

To: USSTAF MAIN Attn: D/Ops.,  
SHAER MAIN AIR OPS RECORDS,  
AIR MIN WAR ROOM WHITEHALL,  
SECOND TAF,  
SIXTH ARMY GP

From: FIRST TAC AF  
Sgd: Webster

Cosum #96, period 052000 to 062000, First French Air Corps, part 2 - Fighters and Fighter Bombers:

A: Air cooperation, A/d, Fighter sweeps.  
B: 79 P 47's, 4 Spits.  
C: 78 P 47's, 4 Spits.  
D: 11.42 tons frags, 15.12 tons IB.  
E and F nil.  
G: 2 P-47's.  
H: 2 P-47's.

Part 3 - recon. 8/8 aircraft on weather recon. 4/4 aircraft on TAC/R. Claims and losses nil.

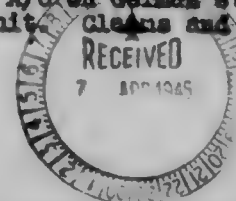
Part 4 - Annex.

A: French First Army  
B: 79/78 P 47's, 4/4 spots.  
C: 2 HGV .54 T tons.  
D: Buildings 5 - 2.  
E: Nil.  
F: H/A nil. Flak: M/H Offenburg, M/L Riegel.  
G: 2 P 47's. Western French Air Force. 1/A/C on TAC/R. 2/2 aircraft on Photo/R. 12/12 aircraft on AAA Battery at Pointe De Wallierethn Roman Sector, 1.9 tons GP, target hit. 12/12 A/C on German strong point in Pointe Degrave Sector, 2 tons GP, target hit. Claims and losses nil.

USSTAF MAIN DISTRIBUTION:

Action: D/Ops. (5)

Info : D/C Ops.  
D/Intel. (5)  
C/S -USSTAF ADV  
AG Records



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, FOR OFFICIAL OR ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION. INFORMATION WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

HQ, US STRATEGIC AIR FORCES IN EUROPE ER

**INCOMING MESSAGE**

EDITED LITERAL TEXT

**OPERATIONAL PRIORITY CONFIDENTIAL**

IN REPLY CITE: D-4427, APRIL 7.

INTERNAL ADDRESS:

FROM: FIRST TAC AF 070605B

TO: USSTAF MAIL ATTL: D/OPS  
SHAFT AIR MAIL OPS RECORDS  
AIR MINISTRY WAR ROOM  
WHITEHALL  
SECOND TAF  
SIXTH ARMY GROUP

TO : AIR STAFF SHAFT  
AIR MINISTRY WHITEHALL  
SIXTH ARMY GROUP MAIL  
HQ USSTAF 070605B  
SECOND TAC

SOD: WEBSTER

Cosum Number 96 period 062000 to 062000. Part one medium bombers 78/72 B-26s on Gailenkirchen ammo dump (S 4264) 127.5 tons demo, LRO. Part 2 fighters and fighter bombers. A. Escort, air cooperation, A/R and E/P. B. 365 P-47s, 1 Beaufighter. C. 363 P-47s, 1 Beaufighter. D. 26.25 tons GP, 8 tons IB, 26.18 tons frags, 14.25 tons SAP, 55 rockets. E. Nil. F. 3-0-9 (ground). G. 3 P-47s. H. 3 P-47s. Part 3 recon: 16/16 F-68 on TAC/R. 8/8 A/C on JEA/R. Part 4 annex. AA. US Seventh Army. BE. 365/363 P-47s, 1/1 Beaufighters. CC. 74.68 tons. DD. Locos 8-19, RR cars, 149-287, M/T 42-30, staff cars 4-0, HDV 3-0, E/A to ground 3-0-9, trailers 4-0, hangars 5-0, bldgs 53-8, oil storage tank 1-0, guns 6-3, M/YS attacked 7, rail cuts 6, road blocks 1, barracks 0-1. EE. 3-0-9. FF. E/A: nil flak; moderate heavy: S 2520, R 8238, scant heavy S 0624, Stuttgart. Intense light: Stuttgart, S 0530, S 8090, S 3042, T 3970, T 2194, R 8238, R 9224, R 9339, Heilbronn, moderate light: R 0804, W 5440, S 1260, W 8090. Scant light: Stuttgart, Ludwigsburg, R 9014, Basel, Koenigsstein. GG. 3 P-47s.

USSTAF MAIL DISTRIBUTION:

ACTION: D/OPS (5)

INFO : D/OPS  
D/INTEL (5)  
C/S  
USSTAF AIN  
D/ARM (2)  
STAT CONTR (2)  
AG RECORDS

USSTAF MAIL IN 28434



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

C O N F I D E N T I A L

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 115

Period 242100 to 252100

MISSIONS

| XII TAC | FR TAC | WFAF | 42B | Total |
|---------|--------|------|-----|-------|
| 95      | 26     | 5    | 6   | 132   |

SORTIES

|        | XII TAC | FR TAC | WFAF | 42B | Total |
|--------|---------|--------|------|-----|-------|
| Ftrs   | 134     | 100    |      |     | 234   |
| F/B    | 263     | 107    | 46   |     | 416   |
| H/F    | 6       |        |      |     | 6     |
| Wec/R  | 2       |        |      |     | 2     |
| Tac/R  | 62      | 4      |      |     | 66    |
| P/R    | 30      |        | 1    |     | 31    |
| Mod/B  |         |        |      | 204 | 204   |
| Total: | 497     | 211    | 47   | 204 | 959   |

TONNAGE

|      | XII TAC | FR TAC | WFAF | 42B    | Total |
|------|---------|--------|------|--------|-------|
| Frog | 21.20   | 13.28  |      |        | 34.48 |
| IB   | 20.0    | 6.     |      |        | 26.   |
| Map  | 4.13    |        |      |        | 4.13  |
| AP   | 2.5     |        |      |        | 2.5   |
| GP   | 6.30    | 5.     | 23   |        | 34.3  |
| RDX  | 7.5     |        |      |        | 7.5   |
| Demo |         |        |      | 248.25 |       |

Total: 61.63 24.28 23. 248.25, 357.16

In addition 44 rockets were fired by XII TAC F/Bs.

CLAIMS

42nd Bomb Wing &amp; WFAF: Nil

|               | XII TAC   | FR TAC | Total     |
|---------------|-----------|--------|-----------|
| E/A on grd.   | 165-0-103 |        | 165-0-103 |
| E/A in air    | 2-1-2     |        | 2-1-2     |
| Locos         | 8-7       | 12-2   | 20-9      |
| RR cars       | 44-125    | 190-35 | 234-160   |
| M/T           | 100-13    | 26-0   | 126-13    |
| Bldgs         | 125-75    | 60-10  | 185-85    |
| HDV           | 42-0      | 40-0   | 82-0      |
| Trailers      | 1-0       | 1-0    | 2-0       |
| Tractors      | 2-1       | 2-0    | 4-1       |
| RR cuts       | 4         | 3      | 7         |
| Guns          | 1-2       | 1-2    | 2-4       |
| Radio station |           | 1-1    | 1-1       |
| Autos         |           | 19-1   | 19-1      |
| Factories     |           | 0-1    | 0-1       |
| Personnel-    |           | 30     | 30        |
| Killed.       |           |        |           |
| M/cycles      | 4-0       | *      | 4-0       |
| Radio station | 0-1       |        | 0-1       |
| Barge         | 0-1       |        | 0-1       |
| Staff cars    | 3-0       |        | 3-0       |
| Supply dump   | 0-1       |        | 0-1       |
| Barracks      | 1-1       |        | 1-1       |
| Rd blocks     | 4         |        | 4         |
| Tanks         | 2-2       |        | 2-2       |

First French set one forest on fire.

LOSSES

|          | Lost | Dem | Missing |
|----------|------|-----|---------|
| XII TAC: | 4    | 13  | 0       |
| FR TAC:  | 0    | 4   | 0       |
| 42 B.W.  | 0    | 0   | 0       |
| W.F.A.F. | 0    | 0   | 0       |
|          | 4    | 22  | 0       |

XII TAC: 4 P-47s destroyed due flak, pilots H.I.A.  
12 P-47s damaged, cat 1, due flak, pilots safe.  
1 P-47 damaged, cat 1, due combat, pilot safe.  
4 P-47s damaged, cat 2, due flak, pilots safe.  
1 P-47 damaged, cat 2, due taxiing accident, pilot safe.

FR TAC: 1 P-47 damaged cat 1, due ammo train blast.  
1 P-47 damaged cat 1, due flak.  
1 P-47 damaged cat 2, due ammo train blast.  
1 P-47 damaged cat 2, due flak.

CONFIDENTIALWEATHER RESULTS

Scattered to broken high and medium clouds in the morning becoming scattered in the afternoon. Generally scattered amounts of cumulus at 2,000 to 3,000 feet in the afternoon. Visibility three to seven miles at dawn improving to six to twelve miles in the afternoon.

42nd BOMBING - (6 missions, 204/198 sorties) (314.25 tons demo)

17th Group - (2 missions, 63/43 sorties)

38/30 B-26s on SCHMIDTUNGEN ammo dump, WT 318547, 50.25 tons Demo, Excellent results. Time up 1218, TCT 1238, Time down 1435.

Flak: Scant moderate heavy - fairly accurate at LUGSBURG  
Y-3577.

Obs: Nil

25/18 B-26s on SCHMIDTUNGEN ammo dump, WT 318547, dropped 30.50 tons Demo with excellent results. Up 1234, 1308, 1450.  
Flak and Observations: nil

320 Group - (2 missions, 67/81 sorties) 104.0 tons Demo.

39/34 B-26s on ESCHLAUSEN ammo factory, (WT 747170) 57.75 tons demo dropped with good results. Up 0920, TCT 1227, down 1409.

Flak: Nil.

Observations: Autobahn at T-7911 cratered at 1227 hours. Scattered traffic moving in all directions, vicinity of T5040 at 1225 hours. Overpass on autobahn east of GRUZEURG X-8087, for 10 miles out at 1248. 20 M/T moving north at T-3442 at 1225 hours. 250 RR cars at INGOLSTADT, T7125 at 1226 hours. 75 RR cars at NEUBURG T-5321 at 1229 hours.

28/47 B-26s on ESCHLAUSEN ammo factory, 46.25 tons Demo with excellent results. Up 0925, TCT 1220, Down 1353.

Flak: Nil

Observations: 30 M/T moving south at T-5555 at 1209 hours.

31 Group - (1 mission, 35/33 sorties) 68 tons Demo.

35/33 B-26s on ESCHLAUSEN, 68 tons Demo, with excellent results. Up 0926, TCT 1129, Down 1330.

Flak and Observations: Nil

34 Group - (1 mission, 39/36 sorties) 61.50 tons Demo.

39/36 B-26s on ESCHLAUSEN ammo factory, 61.50 tons Demo, with excellent results. Up 1007, TCT 1207, Down 1415.

Flak and Observations: Nil

CONFIDENTIAL

CONFIDENTIALXIIITH TAC:

415th N/Fighter Sqdn - (6 missions, 6/6 sorties)

5 P-61s & 1 Beaufighter on 5 patrol and 1 intruder mission.  
Claims: M/T 4-1, Barge 0-1. Losses: Nil.

27th Group - (7 missions, 88/88 sorties)

60/60 P-47s on 5 A/C & A/R missions for 21st Corps in DONAUWORTH, ULM, LANGENAU areas attacking A/Ds Y-3647, Y-6363, Y-3359, Y-5760, also communications.

16/16 P-47s on 1 escort mission for B-26s, no incident.

12/12 P-47s on patrol mission for 21st Corps in DILLINGEN area, no incident.

Claims: E/A on ground (JU-52s) 0-0-3, (ME-109s) 14-0-4, (JU-88s) 3-0-1, (FW-190s) 0-0-1, (ME-262s) 1-0-0, U/I S/E 4-0-0, U/I T/E 1-0-1, U/I 4/E 1-0-0, Locos 0-1, RR cars 0-5, M/Ts 4-0, HDV 1-0, Staff cars 1-1, Tractors 0-1, Guns 0-1, Hangars 1-0, Rail cuts 1.

Losses: 1 P-47 cat 2 due flak, pilot OK; 1 P-47 cat 1 due flak, pilot OK. 1 P-47 cat 1 due combat, pilot OK.

Tonnage: 7.08 tons frags.

E/A: 1515 hours 3 ME-262s jumped by Squadron Y-5065. Squadron 9500 feet, E/A 11,000 feet. 1 P-47 damaged by attack. No claims. 1610 hours 1 ME-262 seen Y-3560 at 11,000 feet, no contact. 2035 hours 4 A/C possibly SE dived from 7000 feet vicinity Y-1090. Few minutes later 2 bomb bursts seen vicinity Y-1292 near road crossing. No contact, after squadron turned toward A/C.

50th Group - (7 missions, 82/82 sorties)

57/57 P-47s on 4 strafing missions on BAD AIBLING A/D (X-1927), excellent results.

23/23 P-47s on 2 A/C missions for 6th Corps in the GUNZBURG, ATTENHOFFEN area attacking strong points ATTENHOFFEN, HEGELHOFFEN, also communications.

2/2 P-47s on 1 weather recce mission, no incident.

Claims: E/A on ground: ME-109s 37-0-19, FW-190s 18-0-8, JU-88s 12-0-6, ME-111s 2-0-3, JU-188s 0-0-1, JU-52s 3-0-0, DO-217s 3-0-1, ME-210s 1-0-1, JU-87s 1-0-0, JU-86s 1-0-0, HE-177s 1-0-0, AR96Bs 13-0-1, T/E Transport 4-0-3, U/I T/E 0-0-4, U/I S/E 0-0-8, Trainers 1-0-1, U/I A/C 1-0-1, M/Ts 11-0, Tanks 2-2, Trailers 1-0, HDV 10-0, M/Cycles 2-0, Guns 1-0, Bldgs. 76-50, Rd Blks 1.

Losses: 1 P-47 destroyed due flak, pilot KIA. 1 P-47 cat 2 taxiing accident, pilot OK. 2 P-47s cat 2 due flak, pilots OK. 9 P-47s cat 1 due flak, pilots OK.

Tonnage: 3.5 tons IB, 40 rockets.

E/A: 6 Jets 25000 ft. going W over BAD AIBLING A/D 0900 hours, no contact. 7 Jets at 3000 feet going NE over BAD AIBLING A/D 0940 hours, no contact.

86th Group - (8 missions, 82/82 sorties)

30/30 P-47s on 3 A/C and A/R missions for 21st Corps in the NEUBURG, DONAUWORTH areas attacking troop concentrations X-7575, T-5220; also communications.

19/19 P-47s on 2 A/C missions for 21st Corps in the AUGSBURG area, attacking troop concentrations X-9880; M/Y 2242; also communications.

31/31 P-47s on 2 escort missions for B-26s, no incidents.

2/2 P-47s on 1 area patrol mission, no incident.

Claims: Locos 4-5, RR cars 8-51, I/P 2-5, Bldgs. 2-1, HDV 4-0, M/Cycles 1-0, Radio station 0-1.

Losses: 1 P-47 destroyed due flak, pilot KIA.

Tonnage: 5.52 tons frags, 1.5 tons IB.

E/A: Probable ME-262 at 12000 feet going S Y-3565, 1745 hours, no contact.

CONFIDENTIAL

C O N F I D E N T I A L324th Group - (6 missions, 76/75 sorties)

60/59 P-47s on 5 A/C and A/R missions in the REGENSBURG, INGOLSTADT, ROSENHEIM area attacking M/Y Y-5563, Y-7580; Guns X-7572; strong point U-2904; also communications.  
 16/16 P-47s on 1 escort mission for B-26s; no incident.  
 Claims: M/T 5-3, Locos 2-1, RR cars, 36-60, Bldgs. 35-16, Rail cuts 1.  
 Losses: 1 P-47 cat 2 due flak, pilot OK. 1 P-47 cat 1 due flak, pilot OK.  
 Tonnage: 7.5 tons RDX, 15.0 tons IB, 4.5 tons GP, 2.5 tons AP.  
 E/A: 1 U/I Jet A/C 30,000 feet going SE 20 miles N of MUNICH at 1300 hours. 1 U/I T/E A/C trailed flight from T-1000 to T-1050 last seen going south. Seen to drop bombs at X-2926 from 8000 feet about 0850 hours.

358th Group - (6 missions, 71/70 sorties)

12/11 P-47s on 1 D/B mission, 22 x 260 frags on A/D HOLZKIRCHEN Y-0632, very good results.  
 36/36 P-47s on 3 A/R missions in the DONAUWERTH, MUNICH, NEUBERG area attacking A/D NEUBERG, Z-1178, 0157; also communicat.  
 23/23 P-47s on 2 A/C and A/R missions for 15th Corps in the INGOLSTADT, NEUBERG, GUNZBURG area attacking supply dump X-8474; A/D INGOLSTADT; also communications.  
 Claims: E/A in the air 1E-262s 0-1-1, E/A on ground ME-262s 3-0-12, 1E 210s 3-0-0, 1E-163s 2-0-0, HE-177s 2-0-0, HE-111s 10-0-3, 1E-109s 6-0-10, JU-88s 2-0-0, FW-190s 3-0-1, JU-52s 1-0-0, Gotha 244s 1-0-0, Storch 2-0-3, U/I T/E 0-0-4, U/I S/E 0-0-1, Locos 2-0, RR cars 0-9, M/T 74-4, Staff cars 3-0, Guns 0-1, Supply dumps 0-1, Hangers 0-1, Bldgs. 12-8, Rail cuts 2, Rd Blks 3, HDV 27-0, M/Cycles 1-0, Tractors 2-0. Losses: 2 P-47s destroyed due flak, pilots MIA. 1 P-47 cat 1 due flak, pilot OK.  
 Tonnage: 8.60 tons frags, 2.25 tons GP, 4.125 tons Napalm, 4 Rockets.  
 E/A: 2 1E-262s over MUNICH 8000 feet 0735 hours. 1 E/A bounced flight from 6 o'clock high. Good hits on both E/A by squadron, 1E-262s 0-1-1.

69th TAC/R - (55 missions, 92/92 sorties)

62/62 A/C on 31 visual recce missions.

30/30 A/C on 24 photo recce missions.

Claims: E/A in air 1 large transport type A/C destroyed, JU-88s 1-0-0, 1E-108s 0-0-1, E/A on ground: Liaison type A/C 2-0-0. Losses: Nil.  
 E/A: 0710 hours 1 large S/E low wing transport flying S at 500 feet vicinity Z-5754, destroyed. 0715 hours 1 JU-52 landing A/D Y-9252, no contact. 0735 hours 1 JU-88 flying S at 1000 feet area Z-0622, destroyed. 0830 hours 6 1E-262s flying SE at 25,000 feet vicinity Y-2030, no contact. 0800 hours 1 jet A/C on deck flying E at Y-2135, no contact. 1000 hours 1 1E-210 attempted to contact photo mission at 20000 feet vicinity LANDSBERG, did not attempt to press attack. 1030 hours 30 to 50 SE and T/E fighter A/C flying N at 20,000 feet vicinity 60 miles N of MUNICH. 2 E/A started to attack but did not press it and rejoined formation which headed W toward STUTTGART. E/A were camouflaged black. 1300 hours 1 JU-88 flying west at 23000 REGENSBURG area. Attempted to engage photo mission but was avoided. At 1350 hours 1 1E-108 taking off A/D Y-6363, damaged.

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

XIITH TAC FLAK: Intense light: Y-3357, Y-3365, C-8288, T-5245, T-5419. Moderate light: MUNICH, Y-0770, Y-6647, Y-3359, Y-4450, Z-1080, T-4322, X-8803, LIPSHEIM A/D; T-53825, T-5621, X-8681. Scant light: LIPSHEIM, X-3685, T-5321, Y-3730, Intense heavy: LIPSHEIM, INGOLSTADT A/D, X-8685 A/D, X-1927 A/D, Z-1080, Y-9556, Y-6647; Y-3359; Y-4450; Y-6363, Y-8735, X-9030, Y-3617, Y-539, X-5819, T-3023, T-5220, Y-1631, X-4428. Moderate heavy: E.D. AELING A/D, NEUBERG A/D, HOLZKIRCHEN A/D, X-7774, X-1927 A/D, X-7572, X-8587, T-6718, X-8803, LIPSHEIM A/D, X-3661. Scant heavy: MUNICH, LANGENAU, NEUBERG, Y-2242, Y-3617, Y-1339, Y-6262, X-9760, X-7470, AUGSBURG, LIPSHEIM A/D, GUNLBERG, X-8360. Small arms fire: T-4007, Y-5760, Y-6363, Y-8735, Y-3617, Y-3359, X-9030, T-5225.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L



CONFIDENTIALSTATUS OF COMMUNICATIONS

The greater amount of rail activity observed in the area was on the line AUGSBURG to KAUFBEUREN, Y-1524, with the heaviest concentration of rolling stock and locos in the M/Y and vicinity of BUCHLOE, Y-2243. There were 15 plus locos with steam up and 6 trains moving north, south and east indicating this as a possible switching point, also 420 gondolas and box cars were reported in addition to 500 observed the 24th of April. Movement on the line from BUCHLOE to MUNICH consisted of 5 small trains made up of 10 plus cars immediately east of BUCHLOE, a large concentration of 450 box cars, 25 flat cars and 25 flak cars at Y-570557, and numerous trains moving east to MUNICH from the vicinity immediately west of the town. Additional rail traffic proceeding into the MUNICH area was the line from INGOLSTADT and AUGSBURG. South of MUNICH, a large concentration of 800 plus box cars were seen between Y-880914 to Y-945300. All small sidings and M/Ys from Y-5521 to Y-5904 were reported full of mixed cars in rakes of 25 to 100. This area has shown an unusual increase in the number of cars in the past few days. In the remaining area the traffic was light and scattered.

M/T traffic south and southeast from IDNHAUDERTH was heavy and scattered while between MEININGEN and BUCHLOE convoys averaging 12 plus M/Ts were reported heading in both directions. Activity elsewhere was light and scattered with no direction trend.

GERMAN AIR FORCE ACTIVITY

4 possible enemy a/c bombed area Y-1292 at 2035 hours. Jet a/c have been active mostly on interception missions. Elements of J.G. 7 again identified landing back at MUNICH/RIM. No evidence that Jet fighter bombers of KG51 were airborne. Ground attack a/c of N.S.G. 1 (JU-87s) identified airborne from 0045 to 0130 hours operating against the REGENSBURG area. Elements of N.J.G. 11 (ME-109 night fighters) airborne from 2200 hours onwards and at one time were over IDNHAUDERTH.

R.A.F. Bomber Command

Night 24/25 - 179 sorties.

17/17 a/c in KILL area, 15.2 tons with good results.  
40/37 a/c on SCHLEISSHEIM airfield, (Y-66) 64.8 tons with good results.  
38/28 a/c on MUNICH transformer station, 43.3 tons with good results.  
47/26 a/c on counter measures.  
37/26 a/c on leaflet drop missions.  
Claims and losses: Nil.

Day 25 - 858 sorties.

375/315 a/c on BERCHINGSGADEN barracks and Hq. 1310.3 tons with good results.  
480/459 a/c on WANGEROOGE gun emplacement (R-67) with very good results.  
3/3 a/c on counter measures.  
Claims: Nil Losses: 9a/c

8th A.F.

Night 24/25 - 31 sorties.

13 a/c on leaflet drop missions.  
14 a/c on supply drop missions.  
4 a/c on photo recce.

Day 25 - 1128 sorties ( 589 bombers..539 fighters).

201/198 a/c on GILSEN armament works. 526 tons with good results.  
106/78 a/c GILSEN airfield. 189 tons, IED.  
110/109 a/c on FALZBURG M/Y. 250.9 tons with poor to excellent results.  
58/57 a/c on HALLEN M/Y. 147.5 tons with good results.  
58/56 a/c on BAD HETCHETHALL M/Y, Z-81. 140.3 tons with poor to very good results.  
56/56 on TRAUNSTEIN transformer station (Z-63) 132.2 tons with fair to good results. Claim e/a in air 1-1-0. Losses: 11 bombers, 2 fighters.



CONFIDENTIAL9th A.F.Night 24/25 - 15 sorties.

15/15 a/c on patrol in 3rd US Army area. Claim e/a in air 1-0-0. Losses: Nil.

Day 25 - Bomber Command - 299 sorties.

140/139 a/c on BREITENBURG airfield (2-07) 230.2 tons, with good to excellent results  
 159/145 a/c on SPILLASSING ordnance depot (2-07) 298 tons with excellent " "  
 12/12 a/c on target of opportunity. 12.5 tons, KRO.  
 Claims and Losses: Nil

9th TAC - 203 sorties

160 a/c airfield patrol and escort to medium bombers.  
 43 a/c on recon.  
 Claims: Nil  
 Losses: 1 a/c

19th TAC - 510 sorties

389 a/c air co-operation with XII and XX Corps and A/R on 3rd US Army front.  
 27 tons OF, 20.8 tons Frag, 2 tons IB, 31 rockets fired.  
 121 a/c on recon.  
 Claims: E/a in air 1-0-1, on ground 53-0-65, M/T 344-162, AFV 14-6,  
 Locos 45-38, RR cars 72-209, HDV 21-21.  
 Losses: 7 a/c.

29th TAC - 60 sorties

48 a/c on airfield cover.  
 12 a/c on recon.  
 Claims: E/a in air 0-0-4.  
 Losses: Nil.

Consolidated claims: E/a in air 2-0-5, M/T 344-162, AFV 14-6, Locos 45-38,  
 RR cars 72-209, HDV 21-21.

Consolidated losses: 8 a/c.

2nd T.A.F.Night 24/25 - 128 sorties

46 a/c on A/R BREMEN (Q-63) and HAMBURG area.  
 47 a/c attacking strong points, BREMEN area.  
 32 a/c on fighter operations, SCHEIDE (G43) BREMEN (M-79) & BERLIN areas.  
 3 a/c on recon.  
 Claims: E/a in air 3-0-1, M/T 3-7, Locos 5-0.  
 Losses: Nil.

Day - 1640 sorties

596 a/c on A/R in the BREMEN and northeast of HAMBURG area.  
 203 a/c on immediate support against guns and strong points for 2nd  
 British Army.  
 433 a/c on prearranged support on defended positions, oil stores and camps.  
 180 a/c on recon.  
 229 a/c on fighter operations, HAMBURG, BREMEN area.  
 Claims: E/a in air 10-3-6, on ground 9-0-26, M/T 139-275, Locos 112-64,  
 TRG 59-335, RR cars 48.  
 Losses: 9 a/c.

CONFIDENTIAL

CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2

AFO

374

COSUM NUMBER 111

Period 202100 to 212100

| MISSIONS           |                |               |             |              | CLAIMS        |                |               |              |  |
|--------------------|----------------|---------------|-------------|--------------|---------------|----------------|---------------|--------------|--|
| 42 Bomb Wing: Nil. |                |               |             |              | WPAF: Nil.    |                |               |              |  |
|                    | <u>XII TAC</u> | <u>FR TAC</u> | <u>WPAF</u> | <u>Total</u> |               | <u>XII TAC</u> | <u>FR TAC</u> | <u>Total</u> |  |
|                    | 73             | 24            | 6           | 103          |               |                |               |              |  |
| SORTIES            |                |               |             |              |               |                |               |              |  |
|                    | <u>XII TAC</u> | <u>FR TAC</u> | <u>WPAF</u> | <u>Total</u> |               | <u>XII TAC</u> | <u>FR TAC</u> | <u>Total</u> |  |
| Ftrs               | 32             | 46            | 1           | 79           | A/c on ground | 11-0-13        | -             | 11-0-13      |  |
| F/B                | 387            | 134           | 0           | 521          | Locos         | 4-17           | 24-5          | 28-25        |  |
| Tac/R              | 54             | 8             | 0           | 62           | RR cars       | 77-102         | 139-98        | 216-200      |  |
| P/R                | 0              | 2             | 0           | 2            | M/T           | 101-83         | 85-2          | 186-85       |  |
| Arty               |                |               |             |              | HDV           | 35-40          |               | 35-40        |  |
| adj.               | 0              | 0             | 5           | 5            | Bldgs         | 129-66         | 78-5          | 207-71       |  |
| H/F                | 9              | 0             | 0           | 9            | Rail cuts     | 2              | -             | 2            |  |
|                    | <u>482</u>     | <u>190</u>    | <u>6</u>    | <u>678</u>   | Steam roller  | 1-0            | -             | 1-0          |  |
|                    |                |               |             |              | Water Tower   | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Pill box      | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Guns          | 4-26           | 2-0           | 6-26         |  |
|                    |                |               |             |              | Trailers      | 4-2            | 2-0           | 6-2          |  |
|                    |                |               |             |              | M/cycles      | 2-2            | 2-0           | 4-2          |  |
|                    |                |               |             |              | Rd blocks     | 2              | -             | 2            |  |
|                    |                |               |             |              | AFV           | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Oil tank      | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Power house   | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Tanks         | 0-1            | -             | 0-1          |  |
|                    |                |               |             |              | Boncon        | 0-1            | -             | 0-1          |  |
| TONNAGE            |                |               |             |              |               |                |               |              |  |
|                    | <u>XII TAC</u> | <u>FR TAC</u> | <u>WPAF</u> | <u>Total</u> |               |                |               |              |  |
| Frog               | 17.40          | 14.           | -           | 31.40        |               |                |               |              |  |
| GP                 | 17.25          | 2.            | -           | 19.25        |               |                |               |              |  |
| IB                 | 23.5           | 2.            | -           | 25.5         |               |                |               |              |  |
| RDX                | 8.             | -             | -           | 8.           |               |                |               |              |  |
| Exp.               | 5.23           | -             | -           | 5.23         |               |                |               |              |  |
|                    | <u>71.38</u>   | <u>18.</u>    | <u>-</u>    | <u>89.38</u> |               |                |               |              |  |

## LOSSES

|          | <u>Lost</u> | <u>Damaged</u> | <u>Missing</u> |
|----------|-------------|----------------|----------------|
| XII TAC: | 3           | 13             | 0              |
| FR TAC : | 1           | 3              | 0              |
| WPAF :   | 0           | 0              | 0              |
|          | <u>4</u>    | <u>16</u>      | <u>0</u>       |

XII TAC: 1 P-47 destroyed, hit tree, pilot K.I.A.  
 1 P-47 destroyed, landing accident, pilot K.I.A.  
 1 P-47 destroyed, due flak, pilot injured.  
 5 P-47s cat 1, due flak, pilots safe.  
 5 P-47s cat 2, due flak, pilots safe.  
 2 P-47s cat 2, hit tree, pilots safe.  
 1 P-472 cat 2, landing accident, pilot safe.

FR TAC: 1 P-47 damaged cat 1, due flak.  
 2 P-47s damaged cat 2, due flak.  
 1 P-47 damaged cat 3, due flak.

## WEATHER RESUME - 21 APRIL

Over targets and Bases: Persistent high clouds around 18,000 ft and middle cloud 6 to 8,000 ft all day, broken to overcast. Thundering activity all day over all areas; cumulus clouds at 3,000 ft towering to 10,000 ft or more, with scattered thunderstorms and showers beginning northern areas mid-morning, southern areas after 1300 hours persisting during remainder of day. Visibility unrestricted all day.

42nd Bomb Wing: No operations due weather.

CONFIDENTIALXII TAC:415 Night Fighter Sqd.: Night 20/21 - ( 9 missions, 9 sorties)

- 7/7 Beaufighters & Black Widows on 7 intruder missions in the WURZBURG, NURNBERG, AUGSBURG areas, attacking communications. Fired on one bogie, no strikes, lost contact.
- 2/2 Beaufighters & Black Widows on 2 patrol missions in same areas as above. Claims: M/T 3-5, Bldgs 0-9, Beacon 0-1. Losses: Nil.

27 Group - ( 6 missions, 72/72 sorties)

- 36/36 P-47s on 3 air co-operation missions with XII Corps in the WEIMERSBURG, NEUBURG, DONAUROTH, GUNZBURG, GRAILSHEIM, NORDLINGEN, PASING, LANDSBERG areas, attacking M/T & HDV concentrations; also communications.
- 36/36 P-47s on 3 air co-operation missions in NORDLINGEN, PASING, LANDSBERG, WEINGARTEN, ULM, GELSINGEN areas, attacking M/T & HDV concentrations, T-1250, Y-1878, X-7268, X-7837, X-2839; observation post S-6361; strong points S-6458, GRUNZELHARDT S-6456; also communications.
- Claims: M/T 10-19, HDV 2-24, Staff cars 2-0, Trailers 1-0, Guns 3-5, Bldgs 3-1, Rd blocks 1.
- Losses: 1 P-47 destroyed, hit tree, pilot MIA.  
1 P-47 cat 2, hit tree, pilot safe.  
2 P-47 cat 2, due flak, pilots safe.  
2 P-47 cat 1, due flak, pilots safe.
- Tonnage: .5 tons GP, 7.8 tons Frags.
- E/A: Nil.

50 Group - ( 6 missions, 72/72 sorties)

- 60/60 P-47s on 5 air co-operation and A/R missions with VI Corps in the GRAILSHEIM, HEIDENHEIM, ULM, ESSLINGEN areas, attacking M/T & HDV concentrations, X-5187, X-5383, HOCHDORF S-2712, X-2498, X-7879, X-7688, X-3899; a/c on ground X-5485.
- 12/12 P-47s on 1 air co-operation mission with the VI Corps, ineffective due weather.
- Claims: E/A on ground 1-0-0, M/T 57-10, Staff cars 1-0, HDV 16-10, M/cycles 0-1, Bldgs 6-0.
- Losses: 2 P-47s cat 2, due flak, pilots safe.  
1 P-47 cat 1, due flak, pilot safe.
- Tonnage: Nil
- E/A: 1 twin engine Jet going south-east over STUTTGART 1030 hours 10,000 feet, no contact.

86 Group - ( 12 missions, 110/110 sorties)

- 110/110 P-47s on 12 air co-operation and A/R missions with VI Corps in GRAILSHEIM, ULM, HEIDENHEIM, ESSLINGEN areas, attacking ordnance and M/T shop S-7228; troop concentrations and strong points T-6280, S2600; M/Ys X-7172, AUGSBURG; M/T concentrations S-2103, T-3971, HUFFEN X-2196, X-2599 to MURCHEN; A/Ds Y-3748, Y-3359; also communications.
- Claims: E/A on ground JU-88s 5-0-6, HE-111s 2-0-0, FW-190s 1-0-2, HE-109s JU-52s 0-0-2, unidentified twin engine a/c 0-0-1, ID-217 0-0-1, Locos 1-12, RR cars 1-20, M/T 20-27, Trailers 1-2, AFV 0-1, Guns 0-20, Bldgs 83-31, HDV 7-3, Steam roller 1-0, Oil tanks 0-1, Water tower 0-1, Power House 0-1, Pill box 0-1.
- Losses: 1 P-47 destroyed due landing accident, pilot KIA.  
1 P-47 destroyed due flak, pilot injured.
- Tonnage: 9.36 tons Frags, 14 tons IB, .5 tons GP.
- E/A: 1 ME-262 going south X-1060, 0910 hours 2000 feet, no contact. 2 ME-262s circling LEIPZIG A/D, very low, 1100 hours, no contact.

324 Group - ( 6 missions, 73/71 sorties)

- 73/71 P-47s on 6 A/R missions in the DONAUWESCHINGEN, TUTTLINGEN, WEINGARTEN areas, attacking M/Ys Y-9215, SINGEN, X-2488; M/T concentrations X-2992, S-2800 to S-3003; a/c vicinity FRIEDRICHSHAVEN; also communications.

## CONFIDENTIAL

Claims: M/a on ground 2-0-0, Locom 0-5, RR cars 42-52, HDV 7-3, M/T 35-14, Tanks 0-1, Guns 0-1, M/cycles 1-0, Bldgs 17-10, Rail cuts 1.  
 Losses: 1 P-47 cat 2, dit tree, pilot safe.  
 2 P-47 cat 1, due flak, pilots safe.  
 Tonnage: 12 tons GP, 8 tons RDX, 9.5 tons IB..  
 E/A: 2 ME-109s at 10,000 feet going West, north-east of Lake Constance, 0940 hours, no contact.

## 358 Group - ( 7 missions, 92/89 sorties)

32/31 P-47s on 2 patrol missions in NUERNBERG area, no incident.  
 48/46 P-47s on 4 air co-operation missions & A/R missions with VI & XV Corps in REGENSBURG, STRAUBING, LANDSHUT, INGOLSTADT areas, attacking M/T concentrations X-4397, X-3995, X-2689, U-2920, U-3012; strong points WEISZELBURG; M/Y REGENSBURG W-1755..  
 12/12 P-47s on 1 A/R mission in NORDLINGEN, PASING, LANDSBERG areas, attacking communications.  
 Claims: Locom 3-0, RR cars 34-30, M/T 76-8, HDV 3-0, Staff cars 3-0, Trailers 2-0, Bldgs 20-15, M/cycles 2-0, Rd blocks 1, Rail cuts 1.  
 Losses: 1 P-47 cat 2, due flak, pilot safe.  
 1 P-47 cat 2, due landing accident, pilot safe.  
 Tonnage: 5.225 tons Napalm, 4.25 tons GP, 1.04 tons Frags.  
 E/A: Nil.

## 69 Tac/R Group - ( 27 missions, 54/54 sorties)

54/54 a/c on 27 visual rocco missions (25 successful).  
 Claims: Nil. Losses: Nil.  
 E/A: 0700 hours 1 ME-262 flying west 8,000 feet X-0988, no contact.  
 0715 hours 2 ME-262s flying north 8,000 feet 0-1805, no contact.  
 0800 hours w/1 E/a flying west, Y-2380. 0800 hours 1 JU-88 flying north on deck Y-2344. 1230 hours 1 ME-262 flying west S-4650, no contact.

Flak reported by XII TAC: Intense heavy: STUTTGART, S-1903, S-1804, S-0521, S-9111, S-2415, S-7905. Moderate heavy: Y-3658, U-3653, W-3556, X-2241, S-0527, S-1108, X-1494, S-2395, S-2222. Scant heavy: S-0414, W-3757, GUNZBURG A/D. Intense light: X-3883, X-9340, X-2196, X-0020, X-2494, X-2599, X-4269, X-1994, X-3180, X-2197, C-3397, S-2102, Y-3478, U-2653, U-2724, X-2395, S-2742, STUTTGART, S-3714, S-2000 to X-2395. Moderate light: ESSLINGEN, SINGEN, X-4099, Y-5934, W-6132, Y-3227, X-3430, X-3094, X-0434. Scant light: Y-3748, S-2525, X-6830, S-5456, S-2414, ANSBACH, T1271, A/D X-536, ELLER, W-1948 to U-2348. Small arms: X-8465, T-3971, S-1903, S-1804.

## 1st FRENCH AIR CORPS

## 1st Group (4 missions, 46/46 sorties)

35/35 Spits on sweep over R.ST.AT, HOMB, ROTTWEIL, VILLINGEN, SW ULM, HECHINGEN, STUTTGART areas.  
 11/11 Escort.  
 Claims: M/T 11-0-0. Losses: Nil. E/A: Nil. Observations: Fires at HOMBURG; much RR activity E of STUTTGART.

## 4th Group (15 missions, 134/126 sorties)

12/12 P-47s on A/R mission over OFFENBURG, VILLINGEN, SIGMARINGEN, STOCKARCH, DOLLAUSCHINGEN.  
 122/114 P-47s on air cooperation missions in VILLINGEN, SIGMARINGEN, FREIBERG, TUTTLINGEN, DOLLAUSCHINGEN, ROTTWEIL area.  
 Claims: Locom 24-0-5, RR cars 139-0-98, M/T 75-0-2, Guns 2-0-0, Bldgs. 78-0-5, M/cycles 2-0-0.  
 Losses: 1 P-47 damaged cat 1 flak.  
 2 P-47 damaged cat 2 flak.  
 1 P-47 damaged cat 3 flak.  
 E/A: Nil. Tonnage: 2 tons IB, 2 tons GP, 14 tons frags.

CONFIDENTIAL

33rd Recce Group (5 missions, 10 sorties)

2/2 Photo recess, some areas.

FLAK REPORTED BY FRENCH: Intense accurate Heavy: S-3665, W-3624, W-3539, WOLFCH, X-1545, X-1523, Y-1940, W-3619. Intense accurate Light: S-0621, W-4332, W-3537. Intense inaccurate Heavy: W-2830. Intense, inaccurate Light: W-1014. Inaccurate Heavy: S-0621, 20 LBS of FLECHCH, FLECHCH. Moderate Intense Heavy: S of ODR-LIGHT. Scant accurate Heavy: W-3252.

1/1 Coastal Commission.

5/5 Artillery adjustment.  
Claims & Losses: Nil.

Rail movement in the area was light and scattered with some activity observed on the R.DOLFLEBEN-FRIEDRICHSHAFEN and MÜNCHEN-UGSBURG-ULM lines but showed no definite direction trend; I/Y's in the area were also inactive with the DICKSTADT and DONAUWORTH yards being reported unserviceable due to all lines being out.

The vehicular movement was generally light and scattered with the enemy still attempting to escape the closing pocket in the STURMART area where 400 to 600 M/T's and other type vehicles were observed between RENTLINGEN and HACHEN proceeding SE at X-0020, 300 M/T's were reported facing east.

Note: Both vehicle concentrations were attacked by fighter-bombers.

Very little activity on southwestern front, only one f/bomber formation of 4th Gruppe JG 53 (an estimated 15 aircraft) identified airborne at 1400 hours. Note: This formation intended ground attack operations in area SE of MUTHEN. HE 262 f/bombers of KG 51 active on small scale during morning with concentrations apparently in above area. Note: At least one aircraft of this unit identified landing back at EISENFELD. Jet fighter interceptor aircraft of KG 54 airborne at 1745 hours but no evidence of combat. Unidentified single aircraft plotted from 0145 to 0515 hours. Limited evidence indicates aircraft probably attempted wireless silence. No evidence is available that ground attack was intended as planes appeared to be flying south into B.V.M.A. and at least one aircraft landed MUTHEN/NEUBERG. These are possibly transfer flights.

C O N F I D E N T I A LR. A. F.

Night 20/21 (118 sorties)

36/36 STACHENHAUSEN S-48, Airfield, 41.1 tons, good.  
 76/65 BERLIN Z-75 City, 75.7 tons, Good.  
 6/5 Counter Measures

Day 21 No operations due to weather.

8TH A.F.

Day 21 (947 sorties - 531 bombers - 416 Ftr. Escorts)

111 MUNICH Y-85, M/Y, 290.8 tons, N.R.O.  
 6 LANESBERG Y-34, Airfield, 18 tons, N.R.O.  
 212 INGOLSTADT T-62 Town, 519.6 tons, N.R.O.  
 202 Ineffective  
 Claims: Nil. Losses: 2 Bmbrs, NYR; 6 Ftrs. NYR.

9TH A. F.

Night 20/21 (23 sorties)

6 A/R in WITTENBURG T-25 area, uneventful.  
 17 Intruder patrol on 3rd Army Front.  
 Claims: M/T 1-1.  
 Losses: Nil.

Day 21

9th Bomb Div. (205/149 sorties)  
 124/115 ATTNANG-FUCHEIM Y-65, M/Y, 227 tons, Good to Superior.  
 36/34 DESSELBRUNN V-4653, 66 tons GP, Excellent.  
 45 Ineffective.  
 Claims & Losses: Nil.

9th TAC (36 sorties)

24/24 Airfield cover.  
 12/12 Recce.  
 Claims: E/A in air 0-1-0.  
 Losses: Nil.

19th TAC (405 sorties)

346/345 A/R in REGENSBURG U-15 area and air cooperation to 8th  
 12th and 20th Corps, escort to m/bombers. 16/25 tons GP,  
 1.25 Frags, 31 tons Napalm, 5 IB, 43 rockets.  
 59/57 Recce.  
 Claims: E/A on ground A6-0-19, M/T 169-105, AFV 39-24,  
 RR cars 99-2, Guns 6-4, HDV 8-23.  
 Losses: 1 A/C, unknown.

29th TAC (32 sorties)

26/26 A/R in POTS DAM Z-63 area, uneventful.  
 6/0 Recce.  
 Claims & Losses: Nil.

CONSOLIDATED CLAIMS 9TH AIR FORCE: E/A in air 0-1-0, E/A on ground  
 16-0-19, M/T 169-105, AFV 39-24, RR cars 99-2, Guns 6-4, HDV 8-23.

CONSOLIDATED LOSSES FOR 9TH AIR FORCE: 1 A/C, cause unknown.

2nd T.A.F.

Night 20/21 (120 sorties)

96/95 A/R in ELDEN C-63, FRANZBURG P-33 area, 169 x 500, N.R.O.  
 22 Interception patrol in SCHELDT, BREMEN, HANNOVER, HAMBURG  
 area, uneventful.  
 2 Recce.  
 Claims: E/A in air 1-0-0, M/T 5-17, Trains 0-10, Barges  
 0-16. Losses: 1 A/C.

C O N F I D E N T I A L

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

Day 21 (448 sorties)  
114 A/R in NEUBURG T-52, HAGENAU U-32, HAMBURG area.  
17 Immediate support.  
59 Prearranged support.  
219 Fighter operations.  
39 Recce.  
Claims: E/A in air 6-0-2, E/A on ground 1-0-0, M/T 15-25,  
Locos 5-28, TRG 8-92, HDV 0-2.  
Losses: 3 A/C.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L



CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 95

Period 042000 to 052000

| MISSIONS                             |        |      |        |        | CLAIMS                       |         |        |         |
|--------------------------------------|--------|------|--------|--------|------------------------------|---------|--------|---------|
| XII TAC                              | FR TAC | 42 B | WFAF   | Total  | 42nd Bomb Wing and WFAF nil. |         |        |         |
| 103                                  | 42     | 6    | 8      | 159    | XII TAC                      | FR TAC  | Total  |         |
| SORTIES                              |        |      |        |        | M/A in air                   | 0-0-2   | -      | 0-0-2   |
| XII TAC                              | FR TAC | 42 B | WFAF   | Total  | M/A on ground                | 14-9-21 | -      | 14-9-21 |
| F/B                                  | 487    | 279  | -      | 49     | Locos                        | 31-62   | 6-4    | 37-66   |
| Ptrs                                 | 59     | 72   | -      | -      | RR cars                      | 171-530 | 53-140 | 224-670 |
| M/D                                  | -      | -    | 172    | -      | M/T                          | 129-79  | 14-6   | 143-85  |
| Tac/B                                | 44     | 14   | -      | 1      | Tanks                        | 8-18    | -      | 8-18    |
| P/R                                  | 8      | -    | -      | 3      | Trailers                     | 1-1     | -      | 1-1     |
| N/F                                  | 7      | -    | -      | -      | AFV                          | 1-10    | 0-1    | 14-7    |
| Arty adj                             | -      | -    | -      | 1      | Bldgs                        | 233-104 | 132-12 | 365-116 |
|                                      | 605    | 365  | 172    | 54     | HDV                          | 6-7     | 3-2    | 9-9     |
|                                      |        |      |        | 1196   | Rail cuts                    | 10      | 3      | 13      |
| TONNAGE                              |        |      |        |        | Road blocks                  | 1       | 1      | 1       |
| XII TAC                              | FR TAC | 42 B | WFAF   | Total  | Guns                         | 9-5     | -      | 9-5     |
| Frag                                 | 42.14  | -    | -      | -      | Staff cars                   | 4-2     | -      | 4-2     |
| GP                                   | 64.75  | -    | -      | 20.25  | Barracks                     | 0-4     | -      | 0-4     |
| RDX                                  | 7.25   | -    | -      | -      | M/Ys attacked                | 6       | -      | 6       |
| IB                                   | 30.1   | -    | 10.5   | -      | Motorcycles                  | 1-0     | -      | 1-0     |
| SAP                                  | 9.5    | -    | -      | -      | Ammo Dumps                   | 1-0     | -      | 1-0     |
| Demo                                 | -      | -    | 149.05 | -      | Supply Dumps                 | 0-1     | -      | 0-1     |
|                                      | 153.74 | -    | 159.55 | 20.25  | Cranes                       | 0-1     | -      | 0-1     |
|                                      |        |      |        | 333.54 | RR platform                  | 0-1     | -      | 0-1     |
| 15 Rockets launched by XII TAC F/Bs. |        |      |        |        | Hangers                      | 0-3     | -      | 0-3     |
|                                      |        |      |        |        | RR bridges                   | -       | 2-0    | 2-0     |
|                                      |        |      |        |        | Factory                      | -       | 1-0    | 1-0     |
|                                      |        |      |        |        | Switches                     | -       | 2-0    | 2-0     |
|                                      |        |      |        |        | Flak battery                 | -       | 5-0    | 5-0     |
|                                      |        |      |        |        | Road junction                | -       | 1-0    | 1-0     |

| LOSSES  |      |         |         | 42nd Bomb Wing and WFAF nil. |  |  |  |
|---------|------|---------|---------|------------------------------|--|--|--|
| XII TAC | Lost | Damaged | Missing |                              |  |  |  |
| FR TAC  | 1    | 19      | -       |                              |  |  |  |
|         | 2    | -       | -       |                              |  |  |  |
|         | 3    | 19      | -       |                              |  |  |  |

XII TAC: 1 P-47 destroyed by flak, pilot MIA, bailed at S9569.  
5 P-47s damaged Cat 2 by flak, pilots OK.  
2 P-47s damaged Cat 2, hit trees while strafing, pilots OK.  
1 P-47 damaged Cat 2, cause unknown, pilot bellied in at Wertheim A/D-  
N2630 - believed safe.  
10 P-47s damaged Cat 1 by flak, pilots OK.  
1 P-47 damaged Cat 1 by ricochet, pilot OK.  
FR TAC: 2 P-47 destroyed by flak, pilots safe.

42nd BOMB WING - (6 missions, 172 sorties): 159.55 tons.

17th Group - (2 missions, 57 sorties).

38/36 B-26s north end of Klein-Engstingen ammo storage area-WI50750, 68.25 tons Demo, Fair to Good. Time up 0908, DDT 1052, down 1225.

19/18 B-26s south end of same area dropped 36 tons Demo, Excellent, smoke to 9000'. Time up 1019, DDT 1211, time down 1340.

Tonnage: 104.25 tons Demo.



## CONFIDENTIAL

120th Group - (2 missions, 61 sorties). 36 tons.

41/36 B-26s west portion of Klein-Magtingen ammo storage area, ineffective due to cloud cover, no identification. Time up 0840, TOT 1026, time down 1150.

20/18 B-26s east portion of same target, 36 tons Demo, Excellent, smoke to 6000'. Time up 0930, TOT 1200, down 1322.  
Tonnage: 36 tons Demo.

31st Group - (1 mission, 28 sorties).

28/24 B-26s Geislingen oil storage depot-S592010, ineffective due to weather. Time up 0935, time down 1100.

34th Group - (1 mission, 26 sorties). 19.3 tons.

26/12 B-26s Geislingen oil storage depot, 8.8 tons Demo, 10.5 IB, Fair.  
Time up 0915, TOT 1117, down 1330.

Observations: 100 plus RR cars in M/Y Hechingen-V9173 at 1040 hrs. 150 RR cars in M/Y at Reutlingen-X0988 at 1050 hrs. 200 RR cars in siding of M/Y at W6580 at 1045 hrs. 50 MT going north from Dornstetten-W5787 at 0959 hrs. 3 silver a/c on serviceable landing ground X0388 at 1136 hrs. RR movement in Ottenheim M/Y-W0177 at 1115 hrs. 25 car train going north at W2371 at 1116 hrs.

XII TAC - (103 missions, 605 sorties).

415 Night Fighter Sq - Night 4/5 - (7 missions, 7 sorties).

1/1 Beaufighter on intruder mission in Karlsruhe, Heilbronn, Stuttgart area returned because R/T was out.

6/6 Beaufighters on 6 patrol missions in Mannheim, Karlsruhe, Heilbronn areas.

Claims and losses nil.

27th Group - (12 missions, 96/94 sorties).

84/84 P-47s on 11 A/C missions with the 21st Corps in the Worms, Wursburg, Hardheim areas, attacking trains loaded with M/T and tanks 00165, P1165, M9461; troop concentrations and strong points N8424, Markbreit-W7421, Tiefenstockheim-W7821, N8015, Williamsheim-N8023; factory O3012; also communications.

12/10 P-47s on 1 escort mission, no incident.

Claims: Locom 5-8, RR cars 11-41, MT 42-9, HDV 0-2, Tanks 5-11, Staff cars 2-0, Trailers 0-1, AFV 0-2, Guns 0-2, Barracks 0-4, Bldgs 13-2, M/Ys attacked 1.

Tonnage: 5.6 tons M76 IB, 5.64 tons M1A1 Frags. M/A nil.

Losses: 1 a/c destroyed by flak, 1 Cat 2 hit trce, 3 Cat 1 flak.

50th Group - (14 missions, 123/123 sorties).

95/95 P-47s on 12 A/R missions in the Ansbach, Stuttgart, Crailsheim, Enslar, Wodersbach areas attacking A/Ds at T1528, Ansbach-T0778, T2095; M/Ys T0186, Stuttgart, Ansbach-T0881, Turgingen-W9992; supplies W7357, S7667; communications center at Enslar-S9024; M/T park S1271; ammo dump M4705; also communications.

16/16 P-47s on 1 escort mission, no incident.

12/12 P-47s on 1 fighter sweep attacked A/Ds at Crailsheim and Unterschreit-Eesbeach.

Claims: M/A on ground M1-111 0-1-0, M1-109s 0-6-4, JU-88s 0-1-4, P1-190s 0-1-1; Locom 12-3, RR cars 71-138, MT 16-1, Staff cars 0-2, Guns 7-2, Ammo dump 1-0, Supply dump 0-1, Hangars 0-3, Bldgs 42-9, M/Ys attacked 1, Railcuts 1, HDV 1-5, Crane 0-1, RR platform 0-1.

Tonnage: 19.5 tons M17 IB, 2 tons M76 IB, 6.6 tons Frags. M/A nil.

Losses: 1 a/c damaged Cat 2 by flak, 2 Cat 1 by flak, 1 Cat 1 by ricochet.

86th Group - (13 missions, 101/101 sorties).

93/93 P-47s on 12 A/C and A/R missions to 6th Corps in the Heilbronn, Stuttgart Karlsruhe area attacking pillboxes S8672; strong points S1666, Odheim, S1072, Heilbronn-S0962; M/Ys S7329, S5928; gun positions S1265; troop train S9846; ammo dump X1275; Hall A/D; Tanks S1363.

**CONFIDENTIAL**

8/3 P-47s on 1 escort mission, no incident.  
 Claims: E/A on ground ME-262s 2-0-0, T/E a/c (type unknown) 1-0-0,  
 ME-109s 0-0-1, Locos 10-23, RR cars 6-123, M/T 19-20, Tanks 1-2,  
 Trailers 1-0, AFV 0-1, Bldgs 53-27, HDV 2-0, Railcuts 4.  
 Tonnage: 14.82 tons Frags, 18 tons GP. E/A nil.  
 Losses: 2 a/c Cat 2 by flak, 1 Cat 2 hit troops, 2 Cat 1 by flak.

**324th Group - (12 missions, 99/98 sorties).**

26/25 P-47s on 3 A/R missions in the Nurnburg, Stuttgart, Ludwigsburg, Crail-  
 sheim, Gumburg, Heilbronn areas attacking A/D T2890; M/T and tank  
 concentration S1161; also communications.

73/73 P-47s on 9 A/C missions to the 6th, 15th and 21st Corps attacking  
 trains loaded with M/T T2456, S8433; M/T concentration S1167; M/Ys  
 X2390, Augsburg; troop concentrations Deggenen-S1374, Nonnenheim-  
 N8419, Wagenheim-N8312; A/D at T3380.  
 Claims: E/A on ground FW-190s 0-0-4, T/E (type unknown) 0-0-1, S/E  
 (type unknown) 0-0-1; Locos 1-14, RR cars 27-94, M/T 6-15, Tanks 2-2,  
 Guns 2-0, Bldgs 24-13.  
 Tonnage: 7.75 tons GP, 7.25 tons RDX, 3 tons M7 IB, 15.08 Frags.  
 Losses and E/A nil.

**358th Group - (15 missions, 127/119 sorties).**

116/108 P-47s on 14 A/C missions to the 15th Corps attacking troop concentra-  
 tions and strong points Waltembach-N4574, Hammelburg, Seifrichs-  
 burg-N4466, Aschenroth-N4667, Bad Kissingen-N6880, Windheim-N5074,  
 Walpzenbach-N4674; trains loaded with M/T and tanks 07772; M/Ys  
 Windheim-N9404, T39/1, T0882; Ansbach A/D-T1184; also communica-  
 tions.

11/11 P-47s on 1 escort mission, no incident.  
 Claims: E/A on ground JU-88s 11-0-5, Locos 3-14, RR cars 56-134, M/T  
 45-34, HDV 3-0, Tanks 0-3, AFV 1-7, Staff cars 2-0, Motorcycle 1-0,  
 Guns 0-1, Bldgs 101-53, M/Ys attacked 4, Railcuts 5, Road blocks 1  
 Tonnage: 39 tons GP, 9.5 tons SAP, 15 Rockets. E/A nil.  
 Losses: 2 a/c Cat 2 flak, 1 Cat 2 cause unknown, 3 Cat 1 flak.

**Prov Rocco Group - (30 missions, 52/52 sorties).**

44/44 a/c on 22 visual rocco missions, all successful.

8/8 a/c on 8 photo rocco missions, 4 successful.

Claims: E/A in air FW-190s 0-0-2. Losses nil.

E/A: 1100 hrs 3 jets going S-E 30000' between Kitzingen and Roth-  
 burg. 1140 hrs 4 jets going N-W 23000' near Nurnburg. - 1700 hrs 2  
 FW-190s scrambled at T7719, 2 damaged.

**WESTERN FRENCH AIR FORCE - (8 missions, 54 sorties). 20.25 tons.**

11 a/c bombing mission ammo dump at Talais in Pointe de Grave sector, 14x750  
 GP bombs, huge explosion soon at dump.

3 a/c 1 photo mission in the Pointe de Grave sector.

1 a/c coastal command mission in Lorient and St. Nazaire sector.

12 a/c bombing mission German stronghold at Pont de La Fusse in Pointe de Grave  
 sector, 3 tons GP, 6 bombs hit target.

13 a/c bombing mission, armored turret in Royan section, 6 tons GP, Fair.

1 a/c on artillery adjustment mission.

1 a/c on rocco.

12 a/c on bombing mission, armored turret in Royan sector, 6 tons, Fair.  
 Claims and losses nil.

**FIRST FRENCH AIR CORPS**

1st Group - (6 missions, 72 sorties).

72/67 Spitfires on 6 fighter sweeps in the Pforzheim, Stuttgart, Donau-  
 ingen area.

Claims: M/T 7-0, RR cars 0-100, Locos 0-2.

CONFIDENTIAL

3rd Group - (12 missions, 144 sorties).

24/24 P-47s on 2 bomber escort missions.

120/115 P-47s on 10 A/R missions.

Claims: Locom 6-2, Bldgs 34-4, HDV 3-0, RR bridge 1-0 at S038539, Factory 1-0 S-E of Schronnberg, Switches 2-0 at W772836 & W765872, Railcuts 3 at Eningen station, S251290, W630430; Road block 1 at S250129, RR cars 53-40, M/T 3-2, AFV 0-1.

4th Group - (17 missions, 135/131 sorties).

135/131 P-47s on 17 air cooperation missions.

Claims: M/T 4-4, Blags 98-8, Flak battery 5-0, HDV 0-2, Bridge 1-0, Road junction 1-0 at R615387.

2/33 Tac/R Sq - (7 missions, 14 sorties).

14/14 A/c on 7 Tac/R missions.

2 P-47s lost to flak, pilots OK.

FLAK

IAH- Neustadt, Rottenburg, R615390, Singen R6940, R7050, S1001, Schwenningen, R618600.

IAL- R622374, R7046, Hornberg, Rottenburg, Pforzheim, Singen, R6940, R7050, R615387, R611378.

IIH- at Clingen.

MAH- R967102, R615390.

SAH- W610240, R3759.

SIH- south of Freiburg, R6615340, with rockets W0585, R315385 of SIL R615340 with rockets W0585, W040920, W520955.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

FLAK

Intense heavy: STUTTGART, ANSBACH A/D, N7352, T2712, T7719, OFFENBURG  
 Moderate heavy: SCHWEINFURT, N7964, N7258, ANSBACH A/D.  
 Scant heavy: S1363, S7329, N5847, N7964, N9963, N8462, STUTTGART,  
 SCHWEINFURT, Y6163. Intense light: ANSBACH A/D, X1173, X6276, X239C,  
 X6393, X4978, X5982, X6698, X6C72, S0002, S6963, S5357, S5258, S9680,  
 S1363, S7328, S1565, T2095, T1885, T2933, T0082, R9531, R8661, R9359,  
 R9750, R7754, R9060, 07772, 08073, W3066, T7716, T7624, HEILBRONN.  
 Moderate light: ANSBACH A/D, N9964, N9402, N8527, N9461, S8697, S7567,  
 S1164, S9659, T4376, T0782, T1185, N7190, 07464. Scant light: BRUCHSAL  
 CRAILSHEIM, N7821, N8411, N5935, N5407, N4674, N7560, N4600, S9409,  
 S123, S1085, S1160, S1167, S9881, S1373, T1184, T2095, T2892, T2594,  
 X1499, X3780, R8561, NURNBERG, T5193. Small arms at R9741

STATUS OF COMMUNICATIONS

Communications: All main lines behind battle area appear serviceable.  
 Movement: Intense rail activity on following lines: BAMBERG, SCHWEIN -  
 FURT, NEUSTADT; NURNBERG, ANSBACH, HALL; NURNBERG, NEUSTADT 0712;  
 AUGSBURG, DONAUWORTH, ANSBACH. Moderate activity DONAUWORTH, STUTT -  
 GART line. Movement going both ways. Noticeably light rail move -  
 ment NURNBERG, BAMBERG, COBURG. No movement seen between HALLE, '  
 HEILBRONN. Activity definitely centered along NURNBERG.-HALL axis,  
 which carried total of 43 trains and numerous separate locomotives  
 on main line and nearby feeders. Almost no M/T movement seen except  
 small concentrations in woods NE and SE of HEILBRONN.

GERMAN AIR FORCE ACTIVITY

Elements of all three Gruppen JG 53 airborne in 1 battle formation  
 over WURZBURG area at 1245 hrs. Increased sightings of ME 109s on  
 airfields in LEIPHEIM, LAUPHEIM, LECHFELD area together with visual  
 observations of no aircraft on NELLINGEN airfield during above period  
 suggests JG53 elements may be leaving STUTTGART area. This transfer  
 logical in view of proximity of allies and constant allied patrol  
 over STUTTGART area making operations by enemy formations difficult.  
 Believe following airfields most likely destination these elements:  
 EUHAUSEN, OBECK, already identified and confirmed as being an opera -  
 tional base for at least elements of one Gruppen JG53, DORNSTADT,  
 LEIPHEIM, NEU ULK, LAUPHEIM. Note - single engined training airfields  
 also likely prospects which include RISSITZEN, SCHUSSENRIED, OETT -  
 UGBER and DEININGEN; suggest these 4 airfields be closely watched  
 with special emphasis on first two. Jet activity during above period  
 on reduced scale. One main contributing factor to reduced scale of  
 efforts by Jets due to present allied airfield attacks. Present  
 withdrawal of GAF from Western front necessitates concentration of  
 enemy aircraft on individual fields which present good targets. To -  
 days claims on airfields in NUREMBERG area alone amounted to 11-12  
 -18.

RESUME OF WEATHER FOR 5 APRIL 1945

NANCY BASES: Broken to overcast between 2500-3500 feet with high over -  
 cast above. Scattered light rain in afternoon. Visibility 4-10 miles.  
 FRENCH BASES: Scattered low cloud at 1000-2000 feet in morning.  
 Scattered to broken layer at 8000 feet lowering thru the day to broken  
 at 4000-5000 feet in late afternoon. Visibility 4-10 miles.  
 TARGET AREAS: Broken to overcast at 5000 feet in Northern areas and  
 generally broken at 5000-8000 in Southern. Ceilings lowered in  
 afternoon to 2500 feet by 1500hrs. with light scattered rain. Visibili -  
 ties unrestricting except to 4 miles in rain.

CONFIDENTIAL

C O N F I D E N T I A LR.A.F. Bomber Command

Night 4/5 - ( 1,189 sorties) ( 3,117.6 tons)  
 272/257 a/c on LUTKENDORF Synthetic oil plant. (D80) 995.6 tons, good.  
 342/319 a/c on LUNEA Synthetic oil plant, 1067.3 tons; NRO.  
 328/308 a/c on HAMBURG harbor, (S55) 971.4 tons; good.  
 35/34 a/c on BERLIN CITY, 42.9 tons, good.  
 31/29 a/c on MAGDEBURG CITY, (Y60) 40.4 tons, good.  
 145 Bomber support.  
 30/26 Minelaying KATTEGAT (NORWAY) and OSLO harbor area.  
 Claims: Nil  
 Losses: 17 a/c cause unknown.

Day 5 - Cancelled due weather.

2nd T.A.F.

Night 4/5 - (148 sorties....97 Bombers...51 Fighters)  
 97 A/R in OLDENBURG (R30) BREMEN (W79) HANNOVER (X30),  
 NORDHAUSEN (D12) GOTTINGEN (C52) attacking M/T, trains  
 and towns.  
 45 Fighter patrols in SCHELDT, OSNABRUCK (W20) and RUHR area.  
 45 Recce North of HOLLAND.  
 2 Anti-shipping.  
 Claims: E/A on ground 0-0-2, M/T 0-3, Locos 0-3, TRG 0-10C  
 RR cuts 1.  
 Losses: Nil

Day 5 4 625 sorties)  
 371 A/R BREMEN, LINDEN, ELLEBURG, DUITERLAKE, QUACKENBRUCK (W15)  
 LUENWARMEN, ZWOLLE, ALMELO and ENSCHEDE (all in HOLLAND).  
 11 Immediate support in ZWOLLE area.  
 7 Ineffective.  
 10 Rearranged support - dropped leaflets - SURSTENLU and  
 BENDREN; attacked guns.  
 89 Recce.  
 144 Fighter operations.  
 Claims: E/A in air 3-1-6, AFV 1-2, M/T 95-183, Barges 0-2,  
 Locos 0-21, TRG 8-27, HDV 3-12.  
 Losses: 8 a/c cause unknown.

8th A.F.

Day 5 - ( 1957 sorties) ( 1354/1025 Bombers....603/553 Fighters)  
 220/201 INGOLSTADT (T62) Ordnance depot, 274.9 tons GP, 144 tons  
 IB, NRO.  
 216/95 GRAFENMOHR (P03) Ordnance depot, 343.7 tons GP, 55 IB, NRO.  
 78/54 SURTH Ordnance depot (F45) 121.8 GP, 77 tons IB.NRO.  
 72/13 SURTH a/c component factory, 26.8 tons GP, 4.5 tons IB.NRO.  
 111/39 DAYREUX M/Y, 55.5 tons GP, 38.0 tons IB, NRO.  
 0/73 DAYREUX M/Y, 670.1 tons GP, 118 tons IB, fair.  
 64/151 PLEUEN M/Y, 331.4 tons GP, 17 tons IB, NRO.  
 0/271 NURNBERG M/Y, 670.1 GP, 118 tons IB, fair.  
 75/37 NURNBERG M/Y, 104.8 tons GP, 28.8 tons IB, NRO.  
 144/59 UNTER-SCHLLESNERSRACH airfield (near NURNBERG) 141.4 tons GP,  
 28.8 tons IB, NRO.  
 1 NURNBERG town (040) 3.1 tons; NRO.  
 30 WEIDEN town (P12) 58 tons GP, 36.3 tons IB, NRO.

C O N F I D E N T I A L

C O N F I D E N T I A L

Claims: E/A in air 2-0-3 (by fighters) E/A on ground 7-0-3 (by fighters)  
 Losses: 4 bombers.

SECRET

Night 4/5- ( 11 sorties)  
 11 Intruder patrols over 3rd US Army sector.

Day 5- 9th Bomb Div: Cancelled due weather.

9th TAC - (189 sorties)  
 69/69 A/R in RUHR pocket.  
 16/16 Air co-operation with 7th Armored Division.  
 36/36 Recce.  
 68/68 Airfield cover.  
 Claims: M/T 27-7, HDV 4-0, RR cars 8-0, Tanks 5-4, AFV 4-4, H'way cuts 1.  
 Losses: 1 due flak.  
 Tonnage: 4.25 tons GP, 10 tons IB, 19 rockets, 24 Napalm.

19th TAC - ( 416 sorties)  
 48/48 A/R in BAMBERG (024) EISFELD, SAALFELD (J53)  
 14/14 Fighter Sweeps.  
 47/47 Recce  
 307/303 Air co-operation with 8th, 12th and 20th Corps.  
 Claims: E/A in air 11-0-10, E/A on ground 58-2-55; Gliders on ground 1-0-1, M/T 255-132, Locos 54-36, RRcars 232-366, Trailers 1-9, HDV 8-0, AFV 11-4, Bldgs 20-16, Gun Positions 9-0, RR cuts 7.  
 Losses: 4 ( 2 due flak, 2 cause unknown)  
 Tonnage: 17 tons RDX, 45 rockets, 18 tons GP, 13.8 tons Frags, 16 Napalm.

29th TAC - ( 269 sorties)  
 68/68 Alert missions.  
 55/36 Recce.  
 146/143 Air co-operation with 2nd, 5th, 8th Armored Divisions and 16th Corps.  
 Claims: E/A in air 3-0-0, on ground 1-0-0; M/T 152-56, Locos 7-4, HDV 2-0, RR cars 36-25; Tanks 4-3, AFV 5-4, Bldgs 23-12, RR guns 3-5, Gun positions 9-2, Flat cars 3-0, RR cuts 3, H'way cuts 8.  
 Losses: Nil  
 Tonnage: 57 tons GP, 1.8 tons Frags, 4 tons RDX, 57 rockets, 34 Napalm.

- 7 -

C O N F I D E N T I A L

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6637/062232B *JC*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 36 - TAC 36

TAC 36

OPERATIONAL PRIORITY

SUPR JUNE 5 JETT 040 0

SEJN V JETT NR 94-1/06 \*00 00  
? ANY

SEJN V JETT NR 94-2/06 \*00 00

FROM 1ST TAC AF (PROV) 000000  
TO 1. UNSTAY (CHAIN) ATTN: D/OPS (CONFIDENTIAL - OP)  
2. SHAF (AIN) : MAIN OPS RECORDS (CONFIDENTIAL - OP)  
3. AIR MINISTRY WAR ROOM WRITERAL (CONFIDENTIAL - OP)  
4. 2ND TAF (CONFIDENTIAL - OP)  
5. 6TH ARMY GROUP (CONFIDENTIAL - OP)  
CONFIDENTIAL 00

D-4417 1ST TAC AF (PROV)  
MULTIPLE ADDRESSES

COPIES SENT TO PERIOD 0000 TO 0000

VIRAL TACAF AIR GROUP

PART II - FIGHTING & F/A

- A. AIR COOPERATION, FIGHTER GROUPS, REPORT.
- B. 270 F-47's, 12 SPYING.
- C. 270 F-47's, 07 SPYING.
- D. NOT REPORTED.
- E. NOT REPORTED.
- F. NIL.
- G. 2 F-47's INTERVIEW BY TAC.
- H. 2 F-47's INTERVIEW BY TAC.

PART III - F/A

1. 2 F-47's INTERVIEW BY TAC.

*Blair*  
Action Copy 101  
Information Copy 102  
*Station*

28329

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

NO. HYDRO 2-47'S, 7-67 SPITFIRE.

CO. NOT REPORTED.

NO. LOCUS 2-4, RR CASE 21-122, H/T 12-4, A/V 2-1, BLAKE 122-12,  
RDV 2-2, RAIL CUTS 2, ROAD BLOCKS 1, RR BRIDGE 2-4, FACTORY 2-4,  
SWITCHES 2-5, FLAK BATTERY 2-4, ROAD JUNCTION 1-4.

EL. MIL

TV. 2-4: MIL.

FLAK: INTERMEDIATE ACCURATE HEAVY MEDIAN, NOTTINGHAM, B-122-12,  
SINGIN 2022, HY22, 2122, 2022, 2122, 2022, 2122, 2022, 2122, 2022,  
INTERMEDIATE ACCURATE LIGHT 2022-7, HY22, 2122, 2022, 2122, 2022,  
2022, 2122, 2022, 2122, 2022, 2122, 2022, 2122, 2022, 2122, 2022,  
INACCURATE HEAVY AT CLYDE, MEDIUM ACCURATE HEAVY 2022-12,  
2022-12, SCANT ACCURATE HEAVY 2022-12, 2122, SCANT INTERMEDIATE  
HEAVY SOUTH OF FREIBURG, 2022-12, WITH ROCKETS 2022, 2022-12,  
OF 2122-12 WITH ROCKETS 2022, 2022-12, 2022-12.

NO. 2 P-47'S.

#### WESTERN FRONT AIR FORCE

AS A/C ON A BOMBING MISSION IN POINTS BE SEPT, AND BOMBING MISSION.

1 A/C ON PHOTO MISSION.

1 A/C COASTAL COMMAND MISSION.

1 A/C ARTILLERY ADJUSTMENT.

1 A/C ON REEL.

TOWNSHIP, 20-25 TOWNS, CLAIMS & LOSS: MIL.

BY 201222

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

8/14/03

*4/8/02*  
*Spill Report*

75033  
27035

- 1. [illegible]
- 2. [illegible]
- 3. [illegible]
- 4. [illegible]
- 5. [illegible]
- 6. [illegible]

CONFIDENTIAL ST

MULTIPLE ADDRESSES

PROGRAM NUMBER 94 PL 100 102000 TO 42000  
FIRST ADDRESS 101 0000

PART II PART 2 P/C

- A. AIR COOPERATION A/C
- B. 14 P47'S
- C. 17 P47'S
- D. 30 TONS 20, 2.0 IS, 6.0 MP
- E. THERM. MEL

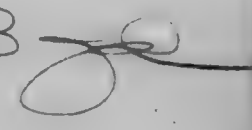
THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

6021/051946B 

CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2  
AFO

374

COSUM NUMBER 94

Period 032000 to 042000

| MISSIONS |        |      |      |       |
|----------|--------|------|------|-------|
| XII TAC  | FR TAC | 42 B | WFAF | Total |
| 117      | 23     | 2    | 9    | 151   |

| SORTIES           |        |      |      |       |
|-------------------|--------|------|------|-------|
| XII TAC           | FR TAC | 42 B | WFAF | Total |
| Ftrs 36           | -      | -    | -    | 36    |
| F/B 611           | 180    | -    | 2    | 793   |
| M/B -             | -      | 42   | -    | 42    |
| N/F 5             | -      | -    | -    | 5     |
| Tac/R 58          | -      | -    | 3    | 61    |
| P/R 4             | -      | -    | 3    | 7     |
| Leaflet 4         | -      | -    | -    | 4     |
| Coastal command - | -      | -    | 4    | 4     |
| 718               | 180    | 42   | 12   | 952   |

| TONNAGE    |        |      |      |        |
|------------|--------|------|------|--------|
| XII TAC    | FR TAC | 42 B | WFAF | Total  |
| GP 71.0    | 39.0   | -    | 3.0  | 113.0  |
| IB 15.5    | 2.0    | -    | -    | 17.5   |
| WP -       | 6.0    | -    | -    | 6.0    |
| Demo -     | -      | 37.5 | -    | 37.5   |
| Frgs 93.09 | -      | -    | -    | 93.09  |
| Napalm 3.0 | -      | -    | -    | 3.0    |
| SAP .75    | -      | -    | -    | .75    |
| 183.34     | 47.0   | 37.5 | 3.0  | 270.84 |

66 Rockets launched by XII TAC M/Bs.

|         | Lost | Damaged | Missing |
|---------|------|---------|---------|
| XII TAC | -    | 20      | -       |
| FR TAC  | -    | 2       | -       |
|         | -    | 22      | -       |

## CLAIMS

42nd Bomb Wing &amp; WFAF nil.

|               | XII TAC | FR TAC | Total   |
|---------------|---------|--------|---------|
| E/A in air    | 2-1-1   | -      | 2-1-1   |
| E/A on ground | 0-0-2   | -      | 0-0-2   |
| Locos         | 13-41   | 1-1    | 14-42   |
| M/T           | 135-209 | 4-35   | 139-244 |
| Bldgs         | 205-92  | 45-18  | 250-110 |
| Rail cuts *   | 9       | 1      | 10      |
| RR cars       | 69-376  | -      | 69-376  |
| HDV           | 16-7    | -      | 16-7    |
| Trailers      | 2-0     | -      | 2-0     |
| Guns          | 5-14    | -      | 5-14    |
| Tractor       | 1-0     | -      | 1-0     |
| Tanks         | 3-4     | -      | 3-4     |
| Motorcycle    | 1-0     | -      | 1-0     |
| Oil tank      | 0-1     | -      | 0-1     |
| Road blocks   | 3       | -      | 3       |
| AFV           | 1-0     | -      | 1-0     |
| M/Ys attacked | 3       | -      | 3       |
| Supply Dump * | -       | 0-1    | 0-1     |
| Barracks *    | -       | 0-1    | 0-1     |

\*Rail cut at W907932. \*Supply Dump at W712842. \*Barracks at W993912.

XII TAC locations not given.

42nd Bomb Wing and WFAF nil.

XII TAC: 5 P-47s damaged Cat 2 due to flak.  
 9 P-47s damaged Cat 1 due to flak.  
 3 P-47s damaged Cat 1 due to bomb blast.  
 1 P-47 damaged Cat 1, hit tree.  
 1 P-47 damaged Cat 1 by shell casing.  
 1 P-47 damaged Cat 1, cause unknown.

FR TAC: 2 P-47s damaged Cat 2 due to flak.

## WEATHER RESUME - 4 April

Northern Bases- Broken clouds at 2000-2500' until midafternoon, scattered cloud after that time. Visibility better than 6 miles all day.

Southern Bases- Scattered clouds at 3000' early morning, becoming broken to overcast at 2500' by noon; broken clouds during afternoon. Visibility better than 6 miles all day.

CONFIDENTIAL

CONFIDENTIAL

Target Areas - Overcast 2500-3500' until late afternoon, broken after that. Visibility better than 6 miles all day.

XII TAC - (117 missions, 718/705 sorties). 183.34 tons, 66 rockets.

415 Night Fighter Sq - (5 missions, 5/5 sorties).

5/5 Beaufighters on 5 intruder missions. Claims and losses nil.

27th Group - (15 missions, 124/115 sorties).

12/10 P-47s on 1 escort mission, no incident.

112/105 P-47s on 14 air cooperation missions with the 21st Corps, attacking towns R8108, N7422, Karlstadt, E4654; troop concentration AUB N6808; strong point Gernanden E4064; A/D X6588; also communications. Claims: Locomotives 1-5, RR cars 0-30, MT 5-9, Tanks 3-3, Motorcycle 1-0, Trailer 1-0, Guns 0-2, Bldgs 10-14, Oil tank 0-1, Railcuts 3. Tonnage: 3.25 tons GP, 28.1 tons Frags, 3 tons Nagalm. E/A: 1 JU-52, 2 ME-262 4000' going E at X7896, 1430 hrs; 9 ME-109s at 4000' going E-E at X7694, 1435 hrs.

50th Group - (14 missions, 106/106 sorties).

4/4 P-47s on 1 leaflet drop as briefed.

102/102 P-47s on 13 air cooperation missions with the 21st Corps, attacking M/Ys Schönbühl N7862, N873474; troop concentrations N8117, Grailsheim S7162, Gritstadt N8457, Karlstbreit N7422; towns Trenchlangen T3245, W125091, Schöar X1641; trains with troops S6562; A/D N8550; strong point Bottenberg N5535; guns W2565; also communications. Claims: JU-38s on ground 0-0-2, Locomotives 3-1, RR cars 7-17, ME 36-7, HDV 11-0, Trailer 1-0, Guns 1-0, Tractor 1-0, Bldgs 4-2, Railcuts 4. Tonnage: 19.36 tons Frags, 54 Rockets. E/A: 1 ME-262 at 7500' flying E at T3245, 1005 hrs.

86th Group - (13 missions, 105/105 sorties).

8/8 P-47s on 1 patrol mission in the Rastatt area, uneventful.

97/97 P-47s on 12 air cooperation missions with the 6th Corps in the Heilbronn, Stuttgart, Karlsruhe area, attacking M/Ys Plochingen S2414, S3944; factory Kirchheim S2608; troop concentration Odheim S107723; guns S5623, Weinburg S1368; ammo dump S425642; train loaded with MTs S4362; also communications. Claims: Locomotives 6-20, RR cars 20-222, MT 24-114; HDV 3-0, Tanks 0-1, Guns 0-4, Bldgs 6-27. Tonnage: 22.75 tons Frags. E/A nil.

324th Group - (18 missions, 159/158 sorties).

159/158 P-47s on 18 A/R missions in the Nurnberg, Stuttgart, Ludwigsburg.

Grailsheim, Gunsburg, Heilbronn areas, attacking M/Ys Juppengon S423 133, T1070, S5224, S727507, T2981; trains with troops G260560, 0275-604; strong points Hammelburg N539707, Erlangen 03717; train loaded with ME 0256507, T285497, T271521; A/Ds X6586, X3756; also communications.

Claims: E/A in air 1-1-1 ME-262, 1-0-0 AR-230; Locomotives 0-10, RR cars 19-77, MT 15-50, Bldgs 9-9, HDV 1-2, Railcuts 1; Road block 1.

Tonnage: 22.88 tons Frags, 15.5 tons M17 IB, 2 tons GP.

E/A: 1 ME-109 going W at 4000' Augsburg, 1915 hrs, no contact. 1 unidentified a/c taking off X8587; no contact. 1 ME-262 taking off, 1 ME-262 circling A/D X8736 at 1650 hrs - 1 destroyed, 1 damaged. 2 ME-262s followed flight from Nurnberg to Ludwigsburg, 1200 hrs, 4 ME-262s attacked flight X3060, 1020 hrs; flight 9000'. E/A cut of sum, combat ensued, strikes on 1 E/A caused heavy black smoke - last seen in dive going into overcast, 1 ME damaged. 1 ME-262 going N-W 16000' W of Erlangen, 1720 hrs, no contact. 2 ME-262s going S 14000' S-E of Tumburg, no contact.



CONFIDENTIAL

358th Group - (19 missions, 157/154 sorties).

16/16 F-47s on 1 escort mission, no incident.

141/138 F-47s on 18 air cooperation missions with the 15th Corps, attacking troop concentrations N4465, N4065, Marktbaite N7421, Aschenroth N438-659, N458675; guns S7250, N5374, N9964, N4567; M/Is N5471, N7421, N8861; towns Bad Kissingen N6780, Gommundon N4064, N7364, Wernfeld N4461; storage tanks 00235; also communications.  
Claims: Locom 1-5, RP cars 23-30, MT 55-29, HDV 1-5, AFV 1-0, Guns 4-8, Bldgs 136-40, M/Is attacked 3, Railcut 1, Road blocks 2.  
Tonnage: 65.75 tons GP, .75 tons SAP, 12 Rocketts.  
E/A: 1 ME 262 at 65000 going N near Nurnburg, 1800 hrs. 1 ME-210 at 410, 9000 going N at 69040, 1210 hrs.

Prov Reco Group - (33 missions, 62/62 sorties).

58/58 a/o on 29 visual reco missions.

4/4 a/c on 4 photo reco missions.

Claims and losses nil. E/A nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

42nd BOMB WING - (2 missions, 42/38 sorties). Total tons 37.5 Demo

17th Group - (2 missions, 42/38 sorties).

21/19 B-26s on air cooperation mission to 21st Corps at Uffenheim WF805080.

Dropped 37.5 tons Demo - 170. Time up 0853, TOT 1117, down 1320.

21/19 B-26s on same mission as above. Mission cancelled by Army controller.

All bombs returned to base. Time up 1058, TOT 1305, down 1455.

Claims & Losses: Nil. E/A - Nil.

320th Group, 31st Group, 34th Group - Operations cancelled due to weather.

FIRST FRENCH AIR CORPS - 23 missions, 180 sorties). Total tons 47.

1st Group - 4 missions flown by noon, sorties and other information not reported.

3rd Group - (7 missions, 84/62 sorties).

60/58 P-47's on 5 A/R missions over Villingen, Rottweil, Ludwigsburg, Leobers, Stuttgart and Herrenberg areas.

24/24 P-47s on 2 A/R missions. (No other information reported)

Claims: Locos 1-1, M/T 1-27, M/T loaded with gas 2-0, Bldgs 8-5, Supply Dump 0-1, Barracks 0-1.

Losses: 2 P-47s Cat 2, Flak.

Tonnage: 21 tons GP, 2 tons IB.

4th Group - (12 missions, 96/96 sorties).

32/32 P-47s on 6 air cooperation missions over Karlsruhe, Baden-Baden, Bretten, Stuttgart areas.

Claims: M/T 1-8, Bldgs 37-13, Rail cuts 1. Losses: Nil.

Tonnage: 18 tons GP, 6 tons WP.

2/33 Tac/R - No report.

(No information on other sorties reported)

WESTERN FRENCH AIR FORCE - (9 missions, 12/12 sorties). Total tons, 3.

2/2 a/c on D/S mission against enemy installations at Port St. Vivien in Pointe de Grave sector. 3 bombs made direct hits, several others landed near target.

3/3 a/c each made 1 recon mission.

4/4 a/c each made 1 coastal command mission in Lorient and St. Nazaire sectors.

3/3 a/c on P/R mission.

Claims and losses nil.

GERMAN AIR FORCE ACTIVITY

1115-1120 hours, east of Sinsheim 2 ME 262's sighted, no claims.  
1031 hours near Bad Kreuznach 2 ME 262's at 12500 feet, claims 3-0-1  
Airfield near Frankenhon 50 A/C various types. Stranded airfield.  
Claims 2-0-5. 0740 hours Kallaufer 50 plus ME 109 & 100 heading west attacked. Claims 6-0-4. 1000 hours Ruedelstadt 3 ME 109's destroyed. 1130 hours near Karlsruhe 2 ME 262's sighted near Hildrathen 1 ME 109 damaged. Airfield west Nordhausen several ME 111 strafed. Claims 3-0-3. Airfield west of Bitterfeld 109's & 190's sighted. Claims 2-0-4.

19th TAC - 536 sorties.

246/243 A/C on A/R Weimar J57, Mulhausen, Gera K06, Nordhausen area.

148/147 A/C air cooperation to 12th & 20th Corps.

30/30 A/C on fighter sweep Wagnaburg, Leipzig area, uneventful.

31/31 A/C escort medium bombers.

81/58 A/C on Recon.

Tonnage: 17 tons GP, 2.1 frags, 6 tons Napalm, 50 Rockets fired.

Claims: E/A in air 9-0-5, E/A on ground 20-0-14, M/T 93-65, Guns 2-1, RR cars 62-89, Locos 26-25, AFV 2-0, HDV 2-0, Rail cuts 3, Highway cuts 1.

Losses: 5 A/C N.Y.R.

CONFIDENTIAL

## R.A.F. BORDER DISTRICT

Night 3/4 - 118 sorties.

94/90 A/C on BERLIN (Z75), 118 tons, IRO.

8/8 A/C on TLAVEN, 7.1 tons, IRO.

4/4 A/C on siren tour in BERLIN (Z75), MAGNABURG, 3.7 tons, IRO.

16/14 A/C on counter measures.

Claims: Nil.

Losses: 1 A/C.

Day 4 - 560 sorties.

192 A/C escort to bombers.

12 A/C coastal command.

6 A/C Recce.

252/250 A/C LONDELAND (D12) town barracks, 1210.2 tons H.B., 1.3

I.B., IRO.

Claims: Nil.

Losses: 1 A/C.

## 8th A.F.

Night 3/4 - 11 sorties.

11 A/C on leaflet dropping, HOLLAND &amp; GERMANY, successful.

Claims: Nil.

Losses: Nil.

Day 4 - 2257 sorties, (1597 Bombers, 360 Fighters).

225/149 Forts FAESTER airfield, 321.7 G.P., 52.01 I.B., unobserved - fair.

183/33 Libs PARCHE airfield, 37 tons G.P., unobserved.

149/29 Libs PENLEBORG (T70) airfield, 64 tons G.P., unobserved.

0/97 Libs WESCHLORE (A47) airfield, 218.8 tons G.P., unobserved - fair.

0/37 Forts MOYA (W96) airfield, 105 tons G.P., good.

0/13 Forts DEDESDORF (R53) airfield, 26 tons G.P., 13 tons I.B., good.

0/2 Forts HONDELK (C17) airfield, 6 tons G.P., unobserved.

0/505 Forts LIDL (C53) U-boats yard, 1497.5 tons G.P., unobserved.

0/39 Forts UNTERKES (K77) factory, 76 tons G.I., 33 tons I.B., unobserved.

0/24 Forts unidentified target of opportunity, 45 tons G.P., 35.5 tons I.B., unobserved.

Claims: E/A in air by bombers 6-4-6.

E/A in air by fighters 15-0-20.

E/A on ground by fighters 9-0-3.

Losses: 10 Bombers ( 5 E/A; 2 cause unknown; 1 flak; 2 collision. 8 Fighters ( 2 E/A; 1 flak; 3 cause unknown; 2 mechanical failure.

## 9th A.F.

Night 3/4 - 11 sorties.

10 A/C on intruder mission Third Army, uneventful.

1 A/C on Weather Recce., aborted.

Claims: Nil.

Losses: Nil.

9th Bomb Div.

131/109 A/C EABRECK oil storage, 20t tons, IRO.

65/33 A/C CRATSWILL (S76) I/Y, 64 tons, IRO.

81/79 A/C CRATSWILL (S76) barracks, 140 tons, IRO.

79/29 A/C GROSS AETICH, supply dump, 57 tons, IRO.

45 A/C BACKWANG (S24) road junction, 62 tons, IRO.

13 A/C ELMHAGEN (S74), 25 tons, IRO.

25 A/C 3 targets of opportunity, 52 tons, IRO.

Claims: Nil.

Losses: 3 Bombers, N.Y.R.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L9th TAC - 189 sorties.

66/64 A/C on A/R in MULHAUSEN & north east of PASTERBORN (B74).  
 20/20 A/C air cooperation to 1st, 9th, 104 Infantry Div.  
 39/38 A/C escort to medium bombers.  
 64/64 A/C on alert patrol.  
 Claims: E/A in air 2-0-5; E/A on ground 0-0-1; M/T 13-51,  
 Tanks 1-0; Gun positions 9-0; Radar station 1-0;  
 Losses: Nil.

29th TAC - 304 sorties.

109 A/C on air cooperation to 2nd, 5th, and 8th Armored Div.  
 67 A/C on air cooperation, attack towns at B-7971, C-1190, 37.75  
 tons G.P., 14.7 tons Frags, 25 Rockets.  
 30 A/C escort to bombers.  
 47 A/C on alert patrols.  
 61 A/C Recce.  
 Claims: M/T 46-27; AFV 11-11; RR cars 300-12; Locos 1-0;  
 Guns 8-4; Rail cuts 5, Highway cuts 1.  
 Losses: 1 A/C cause unknown.

Consolidated claims: E/A in air 2-0-5; E/A on ground 0-0-1, M/T  
 59-78, Tanks 1-0, Guns positions 9-0, Radar station 1-0, AFV 11-11,  
 RR cars 300-12, Locos 1-0, Guns 8-4, Rail cuts 5, Highway cut 1.

Consolidated losses: 3 Bombers N.Y.R., 1 A/C cause unknown.

19th TAC will be found at the bottom of page 4.

2nd T.A.F.

Night - 119 sorties

97 Mosquitoes on A/R in BREMEN (W79), HANNOVER (X32) area.  
 3 Mosquitoes on fighter patrol, uneventfull.  
 10 A/C on Recce, in south and east HOLLAND.  
 3 A/C on anti-shipping patrol.  
 Claims: M/T 17-45, Barges 0-7.  
 Losses: 1 A/C cause unknown.

Day - 932 sorties.

495 A/C on A/R in BREMEN (W79), HANNOVER (X32), REINE (V81) areas.  
 24 A/C on gun position at Z-968013.  
 3/3 A/C attacked corn storage DUMIRK (H28).  
 20 A/C on Headquarters at V-82152617.  
 26 A/C on M/T concentration V-6414.  
 129 A/C on Recce.  
 207 A/C on fighter operations, uneventfull.  
 Claims: M/T 96-215, AFV 3-4, Locos 3-18, Barges 1-11, HDV 5-6,  
 Rail cuts 1.  
 Losses: 9 A/C cause unknown.

FLAK

Heavy intense accurate - Illingen, R635465, Bitigheim, W712842,  
 S0966, N8457, F5369, to N6880, W2565.

Heavy moderate accurate - Wurzburg, S8859, N6567, N6457, S0835, R895,  
 395, Schweinfurt.

Light intense accurate - Donaueschingen, R635465, Bitigheim; S2812;  
 S0575; S5224, S7162, R9511, N7353, N9783, N7364, N8457, T0931, X9736,  
 W2565, Sothenheim A/D Boblingen A/D Veligheim, R9056, R9258, R9557  
 to R8756.

Light moderate accurate - R895395, Boblingen, F7836, N4654, S8859,  
 S4360, S4860, R5623, R9541, T2060, Schweinfurt, R8755.

Scant heavy - Offenbourg, S2142, R5623, N8861, Veligheim, Sothenheim.

Scant light - S7250, S4748, S1363, S2947, Offenbourg, S2162, T7070,  
 T1393, R6550, N7430, F6808, N4567, R9148, X1641, R7515, R3867, R7616,  
 Ludwigsburg, R5851, R6253.

Scant accurate - S2414, 16530.

Light & heavy moderate inaccurate - R6388.

CONFIDENTIAL

STATUS OF COMMUNICATIONS

Communications, NTR; no observations due weather.

GERMAN AIR FORCE ACTIVITY

Single engined day fighter activity South Western front daylight period 3 April. No evidence of Jet or recce activity.

Addendum for 2 April: Estimated 15 to 25 single engined day fighter sorties carried out by unspecified elements JG 53 during morning hours on presumably one battle formation. Jet fighter/bombers active on ground attack role. Jet unit now definitely identified as KG 51. Suggest both First and Second Gruppen operational. Operational notes: Confirming evidence Third Staffel MAG based STUTTGART area and operating in conjunction with JG 53. Believe continued absence JG 2 allows conclusion this unit has left sphere of command Flieger Divisions 16 and now operational against North Central front; suggest ERFURT area.

R.A.F. Bomber CommandNight 2/3 - 198 sorties

54/53 a/c on BERLIN city, 44.6 tons, good.  
 50/48 a/c on MAGDEBURG (Y60) 88.3 tons, good.  
 8/7 a/c on LUNEBURG airdrome, (S81) 6.2 tons, NRO.  
 2/2 HAMBURG (S55) to LUBECK (S98) 1.5 tons NRO.  
 84/83 Countermeasures.  
 Claims: Nil  
 Losses: 1 Mosquito.

Day 3 - 208 sorties

208/191 a/c on NORDHAUSEN Barracks (D12) NRO.  
 Claims and Losses: Nil

2ND T.A.F.Night 2/3 - 112 sorties

90 a/c on A/R in MAGDEBURG (Y60) HANNOVER (X32) areas.  
 10 a/c on interception patrols.  
 12 a/c on recce.  
 Claims: L/T 9-57, Trains 0-17.  
 Losses: Nil.

CONFIDENTIAL

## CONFIDENTIAL

## Day 3 - 558 sorties ( 6 Bombers..552 Fighters)

6/6 a/c on DUNKIRK strong-point, 12 tons, good.  
 310 a/c on A/R DELANTER, OSLAFTUCK (X20), BARNET areas.  
 28 a/c on air co-operation with XII Army Group.  
 153 a/c on fighter operations.  
 61 a/c on recon.  
 Claims: 11/T 84-154, AFV 0-1, Barges 0-3, Locos 1-6, RR cars 1-18, HDV 9-2.  
 Losses: 6 a/c

## 8th A.F.

## Day 3 - 1421 sorties ( 752 Bombers..669 Fighters)

262/693 a/c on VII (C53), DUTCHMAN (X20), 11.5 tons, good.  
 114/24 a/c on IEL (C53), DUTCHMAN (X20), 72.0 tons, PRO.  
 0/2 a/c on FLEET (C53), 6.3 tons, good.  
 317/0 a/c which failed to hit primary target.  
 59/0 a/c on recon.  
 669 a/c fighters escort to bombers.  
 Claims: 11/T 1-0-0.  
 Losses: 2 Bombers- one VII, 3 Fighters cause unknown

## 9th A.F.

## Night 2/3 - No operations.

## 9th Bomber Division - 838 sorties ( 291 Bombers, 540 Fighters)

112/97 a/c FAMELIN (X10) 11/7, 175 tons, PRO to good.  
 161/95 a/c HONOR (C16) 11/7, 183 tons, PRO.  
 0/17 a/c GOTHIC (C52), 34 tons, PRO.  
 0/4 a/c targets of opportunity, 8 tons, excellent.  
 5/5 a/c leaflet mission..  
 0/9 a/c window mission..  
 540 a/c escort to bombers.  
 Claims: Nil.  
 Losses: 4 a/c FVR.

## 9th TAC - 185 sorties.

105/104 a/c A/R in the ARVN.  
 31/31 a/c airfield patrol cover.  
 27/27 a/c escort to 1/B.  
 5/5 a/c leaflet drops.  
 17/7 a/c on Recon.  
 Claims: 11/T 1-1-0, Guns 1-1, 11/T 17-17, Bridges 2-3, RR cars 4-0, Rail cuts 2, Tanks 0-2, AFV 2-6, Bldgs 3-13.  
 Losses: 1 a/c cause unknown.

## 19th TAC - 253 sorties.

219/212 a/c on A/R in close cooperation to Third Army.  
 34/16 a/c on Recon.  
 Claims: 11/T 3-3-3, E/A on ground 3-0-6, 11/T 125-60, AFV 0-3, Locos 6-16, RR cars 18-31, Guns 4-2, Barges 1-1, Bldgs 17-0, Rail cuts 4.  
 Losses: Nil.

## 29th TAC - 78/76 sorties.

20/19 on A/R in DELANTER (X32), OSLAFTUCK (X20) areas.  
 30/30 on close cooperation to 9th US Army.  
 28/27 on interception patrols.  
 Claims: 11/T on ground 1-0-0, 11/T 1-3, Locos 2-0, RR cars 2-58, Guns 3-0, Bldgs 7-18, Rail cuts 2, Highway cuts 1.  
 Losses: Nil

Consolidated claims: E/A in air 4-4-8; E/A on ground 4-0-6, 11/T 143-80, RR cars 24-139, Tanks 0-3, AFV 2-9, Bldgs 27-31, Guns 8-3, Bridges 2-3, Rail cuts 8, Locos 8-16, Highway cuts 1, Barges 1-1.

Consolidated losses: 1 a/c cause unknown.

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

*War Room*

COSUM NUMBER 93

Period 022000 to 032000

| MISSIONS          |        |      |       | CLAIMS      |               |
|-------------------|--------|------|-------|-------------|---------------|
| 42 Bomb Wing: Nil |        |      |       | FR TAC      |               |
| XII TAC           | FR TAC | WEAF | Total | Factory 1-0 | Buildings 9-0 |
| 29                | 4      | 5    | 38    |             |               |

| SORTIES   |         |        |      | XII TAC |  |
|-----------|---------|--------|------|---------|--|
|           | XII TAC | FR TAC | WEAF | Total   |  |
| Ftrs      |         | 24     |      | 24      |  |
| F/B       | 120     | 8      |      | 128     |  |
| N/F       | 5       |        |      | 5       |  |
| Tac/R     | 16      |        | 3    | 19      |  |
| Arty. adj |         |        | 2    | 2       |  |
| Wen/R     | 4       |        |      | 4       |  |
| Total:    | 145     | 32     | 5    | 182     |  |

|         |       |               |     |
|---------|-------|---------------|-----|
| RR cars | 21-13 | Rail cuts     | 4   |
| M/T     | 19-9  | Rd blocks     | 4   |
| Locos   | 3-1   | Staff cars    | 1-1 |
| Tanks   | 1-0   | Trailers      | 0-5 |
| Bldgs   | 17-13 | M/Is attacked | 4   |

| TONNAGE |         |        |      | LOSSES: Nil for all units |  |
|---------|---------|--------|------|---------------------------|--|
|         | XII TAC | FR TAC | WEAF | Total                     |  |
| Frag    | 10.42   |        |      | 10.42                     |  |
| GP      | 19.0    | 4.0    |      | 23.00                     |  |
| IS      | 5.24    |        |      | 5.24                      |  |
| Total:  | 34.66   | 4.0    | 0    | 38.66                     |  |

LOCATIONS -- for claims not reported.

In addition 8 rockets were launched by XII TAC F/Is.

## WEATHER RESUME 3 APRIL 1945

NANCY BASES AND 7TH ARMY TARGET AREAS: Light rain at dawn with overcast low clouds at 1000ft and multilayered medium and high clouds above. Visibility 1-2 miles. Rain ceased after -900hrs. and clouds became broken at 2-3000 feet and visibility 8 miles or better.

FRENCH BASES AND TARGET AREAS: Light rain at dawn with overcast low clouds at 1-2000 feet and multilayered medium and high clouds above. Visibility 2-3 miles. Rain ceased after 1100 hrs. and clouds became broken at 2-3000 feet and visibility 8 miles or better.

42 Bomb Wing: No operations due weather.

## XII TAC:

415th Night Fighter Sq. (5 missions, 5/5 sorties)

- 2/2 Beaufighters on intruder patrol in GERMERSHEIM, WISSEMBOURG, MANNHEIM areas. No incident.
- 3/3 Beaufighters on intruder patrol, returned to base due to mechanical trouble.
- Claims, Losses and E/A: Nil

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



## CONFIDENTIAL

27th Group - ( 4 missions, 32/32 sorties)

24/24 P-47s on 3 air co-operation missions with XXI Corps, attacking troop concentrations at N3661, N3762, also communications.

8/8 P-47s on 1 A/R mission in the KARLSRUHE, MANNHEIM areas.

Claims: Locos 5-0, RR cars 3-10, M/T 3-5, Staff cars 1-1, Trailers 0-5, Bldgs 2-6, Rail cuts 1.

Tonnage: 3 tons GP, 4.04 tons Frags. E/A: Nil

50th Group - ( 4 missions, 28/28 sorties)

16/16 P-47s on 2 air co-operation missions with the XV and XXI Corps, attacking troops and artillery at N3358, also communications.

8/8 P-47s on 1 A/R mission in the FORCHHEIM, MURKBURG, ARNSBACH areas, attacking M/Y at T0361, also communications.

4/4 P-47s on 1 Woc/R in the STRASSBURG, MANNHEIM, ASCHAFFENBURG areas. No incident.

Claims: RR cars 0-10, Bldgs 12-1, M/Y attacked 1.

Tonnage: 2.24 tons IB, 2.0 tons Frags. E/A: Nil

86th Group - ( 2 missions, 16/16 sorties)

16/16 P-47s on 2 air co-operation missions with the XXI Corps, attacking ammo dump at S4264, also communications.

Claims: Bldgs 0-3.

Tonnage: 2.06 tons Frags E/A: Nil

324th Group - ( 2 missions, 16/15 sorties)

16/15 P-47s on 2 air co-operation mission with XV Corps, attacking troop concentrations at N3458, N3258, and M/Y at S7057, also communications.

Claims: RR cars 2-2, M/T 1-0.

Tonnage: 3 tons IB, 2.3 tons Frags.

E/A: Nil

358th Group - ( 4 missions, 32/32 sorties)

32/32 P-47s on 4 air co-operation missions with XV and XXI Corps, attacking tank concentrations at N5835 and M/Y N7795, also communications.

Claims: Locos 0-1, RR cars 16-5, M/T 15-14, Tanks 1-0, Bldgs 3-3,

M/Ys attacked 3, Rail cuts 3, Rd blocks 4.

Tonnage: 16 tons GP and 8 rockets launched.

E/A: Nil

Prov Rocco Group - ( 8 missions, 16/16 sorties)

16/16 a/c on 8 visual rocco missions. Claims, and E/A: Nil

FIRST FRENCH AIR CORPS - ( 4 missions, 32/32 sorties) 2/33 Tac/R: Not reported.1st Group - ( 3 missions, 24/24 sorties)

24/24 Spits on 3 patrol missions over R4060, GENNESHEIM, KARLSRUHE areas.

Claims & Losses: Nil E/A: 2 u/i a/c at LAUTERBURG, SW, disappeared into clouds.

3rd Group - No operations due weather.

4th Group - ( 1 mission, 8/8 sorties)

8/8 P47s on 1 air co-operation & A/R mission, KARLSRUHE area.

Tonnage: 4 tons GP. Claims: Factory 1-0, Bldgs 9-0. Losses & E/A: Nil,

WESTERN FRENCH AIR FORCES - ( 5 missions, 5 sorties) Claims & Losses: Nil

2 a/c made 2 rocco missions in REISMANT area.

1 a/c made 1 sea rocco.

2 a/c made 2 artillery adjustment missions.

FLAK: Heavy intense accurate: NW of KARLSRUHE. Intense heavy: R8855, WURKBURG, A/D.

Scant heavy: SCHWELSBURG, WURKBURG, S8580. Intense light: WURKBURG, S4264, S7062, T2062, R7755, N9301, N9662, WURKBURG A/D, S1463, R4064. Scant light: R9754, N3458, S8580, U9863, N7795, H6752, W0697, KITZINGEN. Moderate light: R9558, R8855.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

319.55

*Blanks*  
*4/1/50*  
*4/1/50*

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL





THIS PAGE IS UNCLASSIFIED

[illegible]

THIS PAGE IS UNCLASSIFIED

14737, 14818, 14924, 15029, 15102, 15207, 15311, 15415, 15519, 15623, 15727, 15831, 15935, 16039, 16143, 16247, 16351, 16455, 16559, 16663, 16767, 16871, 16975, 17079, 17183, 17287, 17391, 17495, 17599, 17703, 17807, 17911, 18015, 18119, 18223, 18327, 18431, 18535, 18639, 18743, 18847, 18951, 19055, 19159, 19263, 19367, 19471, 19575, 19679, 19783, 19887, 19991, 20095, 20199, 20303, 20407, 20511, 20615, 20719, 20823, 20927, 21031, 21135, 21239, 21343, 21447, 21551, 21655, 21759, 21863, 21967, 22071, 22175, 22279, 22383, 22487, 22591, 22695, 22799, 22903, 23007, 23111, 23215, 23319, 23423, 23527, 23631, 23735, 23839, 23943, 24047, 24151, 24255, 24359, 24463, 24567, 24671, 24775, 24879, 24983, 25087, 25191, 25295, 25399, 25503, 25607, 25711, 25815, 25919, 26023, 26127, 26231, 26335, 26439, 26543, 26647, 26751, 26855, 26959, 27063, 27167, 27271, 27375, 27479, 27583, 27687, 27791, 27895, 27999, 28103, 28207, 28311, 28415, 28519, 28623, 28727, 28831, 28935, 29039, 29143, 29247, 29351, 29455, 29559, 29663, 29767, 29871, 29975, 30079, 30183, 30287, 30391, 30495, 30599, 30703, 30807, 30911, 31015, 31119, 31223, 31327, 31431, 31535, 31639, 31743, 31847, 31951, 32055, 32159, 32263, 32367, 32471, 32575, 32679, 32783, 32887, 32991, 33095, 33199, 33303, 33407, 33511, 33615, 33719, 33823, 33927, 34031, 34135, 34239, 34343, 34447, 34551, 34655, 34759, 34863, 34967, 35071, 35175, 35279, 35383, 35487, 35591, 35695, 35799, 35903, 36007, 36111, 36215, 36319, 36423, 36527, 36631, 36735, 36839, 36943, 37047, 37151, 37255, 37359, 37463, 37567, 37671, 37775, 37879, 37983, 38087, 38191, 38295, 38399, 38503, 38607, 38711, 38815, 38919, 39023, 39127, 39231, 39335, 39439, 39543, 39647, 39751, 39855, 39959, 40063, 40167, 40271, 40375, 40479, 40583, 40687, 40791, 40895, 40999, 41103, 41207, 41311, 41415, 41519, 41623, 41727, 41831, 41935, 42039, 42143, 42247, 42351, 42455, 42559, 42663, 42767, 42871, 42975, 43079, 43183, 43287, 43391, 43495, 43599, 43703, 43807, 43911, 44015, 44119, 44223, 44327, 44431, 44535, 44639, 44743, 44847, 44951, 45055, 45159, 45263, 45367, 45471, 45575, 45679, 45783, 45887, 45991, 46095, 46199, 46303, 46407, 46511, 46615, 46719, 46823, 46927, 47031, 47135, 47239, 47343, 47447, 47551, 47655, 47759, 47863, 47967, 48071, 48175, 48279, 48383, 48487, 48591, 48695, 48799, 48903, 49007, 49111, 49215, 49319, 49423, 49527, 49631, 49735, 49839, 49943, 50047, 50151, 50255, 50359, 50463, 50567, 50671, 50775, 50879, 50983, 51087, 51191, 51295, 51399, 51503, 51607, 51711, 51815, 51919, 52023, 52127, 52231, 52335, 52439, 52543, 52647, 52751, 52855, 52959, 53063, 53167, 53271, 53375, 53479, 53583, 53687, 53791, 53895, 53999, 54103, 54207, 54311, 54415, 54519, 54623, 54727, 54831, 54935, 55039, 55143, 55247, 55351, 55455, 55559, 55663, 55767, 55871, 55975, 56079, 56183, 56287, 56391, 56495, 56599, 56703, 56807, 56911, 57015, 57119, 57223, 57327, 57431, 57535, 57639, 57743, 57847, 57951, 58055, 58159, 58263, 58367, 58471, 58575, 58679, 58783, 58887, 58991, 59095, 59199, 59303, 59407, 59511, 59615, 59719, 59823, 59927, 60031, 60135, 60239, 60343, 60447, 60551, 60655, 60759, 60863, 60967, 61071, 61175, 61279, 61383, 61487, 61591, 61695, 61799, 61903, 62007, 62111, 62215, 62319, 62423, 62527, 62631, 62735, 62839, 62943, 63047, 63151, 63255, 63359, 63463, 63567, 63671, 63775, 63879, 63983, 64087, 64191, 64295, 64399, 64503, 64607, 64711, 64815, 64919, 65023, 65127, 65231, 65335, 65439, 65543, 65647, 65751, 65855, 65959, 66063, 66167, 66271, 66375, 66479, 66583, 66687, 66791, 66895, 66999, 67103, 67207, 67311, 67415, 67519, 67623, 67727, 67831, 67935, 68039, 68143, 68247, 68351, 68455, 68559, 68663, 68767, 68871, 68975, 69079, 69183, 69287, 69391, 69495, 69599, 69703, 69807, 69911, 70015, 70119, 70223, 70327, 70431, 70535, 70639, 70743, 70847, 70951, 71055, 71159, 71263, 71367, 71471, 71575, 71679, 71783, 71887, 71991, 72095, 72199, 72303, 72407, 72511, 72615, 72719, 72823, 72927, 73031, 73135, 73239, 73343, 73447, 73551, 73655, 73759, 73863, 73967, 74071, 74175, 74279, 74383, 74487, 74591, 74695, 74799, 74903, 75007, 75111, 75215, 75319, 754

6062/03

REC-11  
A8794

Rec'd 04/0024-111

1774

157 - 158 00 43

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

11/17/2010

[illegible]

9703

10. 12-7-1977  
 11. 12/11/77-277, 3/5 7-11/11/77  
 12. 34.55 TONS, 11.01 TONS

1. DE CASE 21-1, T/T 12-3, LISTS 5-1, TAMS 1-2, ELCT 17-13, NAT'S ATTACHED 4, RAIL CUT 4, DE "LOCKS" 4, STAFF CASE 1-1, TRAILERS 0-5

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

1. [illegible]  
2. [illegible]  
3. [illegible]  
4. [illegible]  
5. [illegible]  
6. [illegible]  
7. [illegible]  
8. [illegible]  
9. [illegible]  
10. [illegible]

[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]

[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]  
[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6015/04

Rec'd 04/0736B

SJR



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

NO US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

319.55

TO: SAC, NEW YORK (100-100000) (P)  
FROM: SAC, NEW YORK (100-100000) (P)  
SUBJECT: [Faint text, possibly "RE: ..."]  
[Faint body text follows, mostly illegible due to scan quality]

ADMINISTRATIVE: [Faint text]  
ACTION: [Faint text]

488-3

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

TAC 27

TAC 27

SUPVR JEUS V JETT QVO 2

OPERATIONAL PRIORITY

OPERATIONAL PRIORITY

JBJB V JETT NR 29-1 OP OP

JEUS V JETT NR 29-1 OP OP

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 030950B  
TO 1. USSTAF (MAIN) ATTN: D/OPS (JEUS)  
2. USSTAF (REAR) ATTN / D/OPS (JBJB)  
3. SHAEF (AIR) MAIN OPS RECORDS (AFA)  
4. AIR MINISTRY WAR ROOM WHITEHALL (AMY)  
5. 2ND TAF (YSM)  
6. 6TH ARMY GROUP (COURIER)

CONFIDENTIAL BT  
MULTIPLE ADDRESS

NO B 4204 1ST TAC AF (PROV)

POSUM NUMBER 92 PERIOD 012000 TO 022000

42 BOMB WING AND XII TAC

PART I - MEDIUM BOMBERS

6/6 B-26 3 COUNTER FLAK R967102 AREA. 11.28 TONS AIRBURST, NRO TO GOOD.  
53/47 B-26 3 BOBLINGEN W/T WORKSHOP R967102, 20 TONS IB, 65.5 TONS DEMO,  
NRO TO GOOD.  
58/44 B-26 3 TUBINGEN BARRACKS AND SUPPLY AREA W992912, 52.5 TONS DEMO,  
33 TONS IB POOR TO GOOD.

CLAIMS: NIL. LOSSES: 1 B-26 CAUSE UNKNOWN.

PART II - FIGHTER BOMBERS A F/B

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

- |    |  |                                   |
|----|--|-----------------------------------|
| A. | AIR COOPERATION<br>ARMED RECCE   | ESCORT                            |
| B. | 364 P-47S  | NIGHT FIGHTERS                    |
| C. | 368 P-47S  | 52 P-47S<br>3 BEAUFIGHTERS        |
| D. | 36.45 TONS FRAGS BY P-47S<br>7.5 TONS IB BY P-47S<br>57.8 TONS GP BY P-47S<br>..5 TONS NAPALM BY P-47S<br>120 ROCKETS BY P-47S | 58 P-47S<br>3 BEAUFIGHTERS<br>NIL |
| E. | NIL  |                                   |
| F. | NIL  |                                   |
| G. | 3 P-47'S BY FLAK.<br>1 P-47 BY BOMB BLAST  |                                   |
| H. | NIL  |                                   |

PART III - RECCE

TAC/R 34/34

CLAIMS AND LOSSES NIL

PART III - RECCE

- AA. U.S. SEVENTH ARMY
- BB. 364-368 P-47'S
- CC. 181.45 TONS - 120 ROCKETS
- DD. E/A ON GROUND 8-8-7, LOCOS 7-38, AFV 2-2, MR CARS 45-272,  
MOTORCYCLES 3-1, TRACTORS 4-1, M/T 72-69, GRNG 2-1, ROAD.



THIS PAGE IS UNCLASSIFIED

5-2/22

SECRET 10-7/82 UNCLASSIFIED

FROM THE VERTICAL AND HORIZONTAL (PLAN) SECTIONS.

1. (1) MARIAN (MARIAN) ATTY: 190000  
(2) MARIAN (MARIAN) ATTY: 190000  
(3) MARIAN (MARIAN) ATTY: 190000  
(4) MARIAN (MARIAN) ATTY: 190000  
(5) MARIAN (MARIAN) ATTY: 190000  
(6) MARIAN (MARIAN) ATTY: 190000

MULTIPLE CHOICE -

-4585 100 MAG 15 (100)

ORIGIN NUMBER 31 21110 312335 F 312333

*(continued)*

*(continued)*

01-55 8-27-68 PROCEEDING IN "ON THE BOMBING BARBERS AND THE 1ST AREA"

2 502160, 35. 10 70. DEMO - WAS TO EXCELLENCE.

3/7 -28'S JOURNAL, NEWTON, LUTHERSUNG, 704343.

OF LITHOGRAPH SUPPLY CO., INC., 22.500, 21.500 - 22.200.

7/2 -06'9 RECORDS DIVISION, AREA C 114339.

27/24 7-25' ON ANIMO DUMP, S 114339, 47 DEMO - 3000.

PART II - FIGHTING AND FIGHTED BOATERS

1. ECCORT, AIR COOPERATION, A/T AND W/T.
2. 737 P-47'S, 8 BEAUFIGHTERS.
3. 735 P-47'S, 6 BEAUFIGHTERS.
4. 43. GR. 1, 17, 15.5 ROK, 90.50 FRACS, 20 NAPALM, 3.45 MP, 260 ROCKETS.
5. NIL
6. 3-2-10.
7. 5 P-47'S, 1 BEAUFIGHTER.
8. 5 P-47'S.

PART III - RECCE. 56/56 F-6'S ON TAC/R. CLAIMS: 2 ME 262'S DAMAGED  
LOSSES: NIL.

PART IV - ANNEX



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 18  
SUPVR JEUS V JET. QVR 3

JEUS V JET 7-1/38 URGENT URGENT

JBBD V JET 7-2/38 URGENT URGENT

JBBD V JET 7-3/38 URGENT URGENT  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 380238  
TO 1. USSTAF (MAIN) ATTN: D/OPS  
2. USSTAF (REAR) ATTN: D/OPS  
3. SHAEF (AIR) MAIN OPS RECORDS  
4. AIR MINISTRY WAR ROOM WHITEHALL  
5. 2ND TAF  
6. 6TH ARMY GCP

Action Copy to:

Information Copies to:

*Dops*  
*Call dispatched to*  
*War, Tech, MITC, etc.*

CONFIDENTIAL BY MULTIPLE ADDRESS

D-4114 1ST TAC AF (PROV)

OPSM NUMBER 25 PERIOD 252000 TO 292000

2ND BOMB WING & XII TAC - NO OPERATIONS DUE WEATHER.

WESTERN FRENCH AIR FORCES - NO OPERATIONS DUE WEATHER.

FIRST FRENCH AIR CORPS

PART II - FIGHTERS & F/B - NO OPERATIONS DUE WEATHER.

PART III - RECCE - ONE P/R MISSION OF TWO A/C.  
PART IV - NIL.

WEBSTER

BT



*26629*  
*60K/300 358482*

107-54 05 4 01 43

6

THIS PAGE IS UNCLASSIFIED

11

|               |    |       |      |      |
|---------------|----|-------|------|------|
| JOHN V. SMITH | WM | 3-1/2 | WING | WING |
| JOHN V. SMITH | WM | 3-1/2 | WING | WING |
| JOHN V. SMITH | WM | 3-1/2 | WING | WING |
| T. V.         |    |       |      |      |
| JOHN V. SMITH | WM | 3-1/2 | WING | WING |

1. [REDACTED] (NAME) [REDACTED]  
2. [REDACTED] (NAME) [REDACTED]  
3. [REDACTED] (NAME) [REDACTED]  
4. [REDACTED] (NAME) [REDACTED]  
5. [REDACTED] (NAME) [REDACTED]  
6. [REDACTED] (NAME) [REDACTED]  
7. [REDACTED] (NAME) [REDACTED]

[illegible]

| Concentration of inhibitor, g/l | Rate of polymerization, %/h |
|---------------------------------|-----------------------------|
| 0                               | 100                         |
| 0.05                            | 95                          |
| 0.1                             | 90                          |
| 0.2                             | 80                          |
| 0.3                             | 70                          |
| 0.4                             | 60                          |
| 0.5                             | 50                          |
| 0.6                             | 40                          |
| 0.7                             | 30                          |
| 0.8                             | 20                          |
| 0.9                             | 15                          |
| 1.0                             | 10                          |

THE T. S. (1955)

1. The first part of the document is a list of names and dates, which appears to be a roster or a list of participants. The names are written in a cursive script, and the dates are written in a more formal, printed style. The list is organized into two columns, with names on the left and dates on the right.

( )

[illegible]

1. The first part of the document is a list of references. The references are listed in a standard format, with the author's name, the title of the work, and the publisher. The references are as follows:

1. The first part of the document is a list of references. The references are listed in a standard format, with the author's name, the title of the work, and the publisher. The references are as follows:

4. ISOCENT, LAMBERT WAVE, AND COORDINATION, 1/2, AND 1/3.

7. 24 7-47 12

Q. 357-713

- 56.18% W, 1.5% H, 45.75 BMV, 42. 15, 1.4 W, 14.4 MARLIN, 137.90  
BROCKTON, 15

7. 32-14-4.

C. 5 P-47'S.



THIS PAGE IS UNCLASSIFIED

DATE - TIME. DAY-MONTH-YEAR, 14-10-75.

1990-1991

*[Faint, illegible text]*

— 1923 —

[illegible]

1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18, 1-19, 1-20, 1-21, 1-22, 1-23, 1-24, 1-25, 1-26, 1-27, 1-28, 1-29, 1-30, 1-31, 1-32, 1-33, 1-34, 1-35, 1-36, 1-37, 1-38, 1-39, 1-40, 1-41, 1-42, 1-43, 1-44, 1-45, 1-46, 1-47, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 1-55, 1-56, 1-57, 1-58, 1-59, 1-60, 1-61, 1-62, 1-63, 1-64, 1-65, 1-66, 1-67, 1-68, 1-69, 1-70, 1-71, 1-72, 1-73, 1-74, 1-75, 1-76, 1-77, 1-78, 1-79, 1-80, 1-81, 1-82, 1-83, 1-84, 1-85, 1-86, 1-87, 1-88, 1-89, 1-90, 1-91, 1-92, 1-93, 1-94, 1-95, 1-96, 1-97, 1-98, 1-99, 1-100, 1-101, 1-102, 1-103, 1-104, 1-105, 1-106, 1-107, 1-108, 1-109, 1-110, 1-111, 1-112, 1-113, 1-114, 1-115, 1-116, 1-117, 1-118, 1-119, 1-120, 1-121, 1-122, 1-123, 1-124, 1-125, 1-126, 1-127, 1-128, 1-129, 1-130, 1-131, 1-132, 1-133, 1-134, 1-135, 1-136, 1-137, 1-138, 1-139, 1-140, 1-141, 1-142, 1-143, 1-144, 1-145, 1-146, 1-147, 1-148, 1-149, 1-150, 1-151, 1-152, 1-153, 1-154, 1-155, 1-156, 1-157, 1-158, 1-159, 1-160, 1-161, 1-162, 1-163, 1-164, 1-165, 1-166, 1-167, 1-168, 1-169, 1-170, 1-171, 1-172, 1-173, 1-174, 1-175, 1-176, 1-177, 1-178, 1-179, 1-180, 1-181, 1-182, 1-183, 1-184, 1-185, 1-186, 1-187, 1-188, 1-189, 1-190, 1-191, 1-192, 1-193, 1-194, 1-195, 1-196, 1-197, 1-198, 1-199, 1-200, 1-201, 1-202, 1-203, 1-204, 1-205, 1-206, 1-207, 1-208, 1-209, 1-210, 1-211, 1-212, 1-213, 1-214, 1-215, 1-216, 1-217, 1-218, 1-219, 1-220, 1-221, 1-222, 1-223, 1-224, 1-225, 1-226, 1-227, 1-228, 1-229, 1-230, 1-231, 1-232, 1-233, 1-234, 1-235, 1-236, 1-237, 1-238, 1-239, 1-240, 1-241, 1-242, 1-243, 1-244, 1-245, 1-246, 1-247, 1-248, 1-249, 1-250, 1-251, 1-252, 1-253, 1-254, 1-255, 1-256, 1-257, 1-258, 1-259, 1-260, 1-261, 1-262, 1-263, 1-264, 1-265, 1-266, 1-267, 1-268, 1-269, 1-270, 1-271, 1-272, 1-273, 1-274, 1-275, 1-276, 1-277, 1-278, 1-279, 1-280, 1-281, 1-282, 1-283, 1-284, 1-285, 1-286, 1-287, 1-288, 1-289, 1-290, 1-291, 1-292, 1-293, 1-294, 1-295, 1-296, 1-297, 1-298, 1-299, 1-300, 1-301, 1-302, 1-303, 1-304, 1-305, 1-306, 1-307, 1-308, 1-309, 1-310, 1-311, 1-312, 1-313, 1-314, 1-315, 1-316, 1-317, 1-318, 1-319, 1-320, 1-321, 1-322, 1-323, 1-324, 1-325, 1-326, 1-327, 1-328, 1-329, 1-330, 1-331, 1-332, 1-333, 1-334, 1-335, 1-336, 1-337, 1-338, 1-339, 1-340, 1-341, 1-342, 1-343, 1-344, 1-345, 1-346, 1-347, 1-348, 1-349, 1-350, 1-351, 1-352, 1-353, 1-354, 1-355, 1-356, 1-357, 1-358, 1-359, 1-360, 1-361, 1-362, 1-363, 1-364, 1-365, 1-366, 1-367, 1-368, 1-369, 1-370, 1-371, 1-372, 1-373, 1-374, 1-375, 1-376, 1-377, 1-378, 1-379, 1-380, 1-381, 1-382, 1-383, 1-384, 1-385, 1-386, 1-387, 1-388, 1-389, 1-390, 1-391, 1-392, 1-393, 1-394, 1-395, 1-396, 1-397, 1-398, 1-399, 1-400, 1-401, 1-402, 1-403, 1-404, 1-405, 1-406, 1-407, 1-408, 1-409, 1-410, 1-411, 1-412, 1-413, 1-414, 1-415, 1-416, 1-417, 1-418, 1-419, 1-420, 1-421, 1-422, 1-423, 1-424, 1-425, 1-426, 1-427, 1-428, 1-429, 1-430, 1-431, 1-432, 1-433, 1-434, 1-435, 1-436, 1-437, 1-438, 1-439, 1-440, 1-441, 1-442, 1-443, 1-444, 1-445, 1-446, 1-447, 1-448, 1-449, 1-450, 1-451, 1-452, 1-453, 1-454, 1-455, 1-456, 1-457, 1-458, 1-459, 1-460, 1-461, 1-462, 1-463, 1-464, 1-465, 1-466, 1-467, 1-468, 1-469, 1-470, 1-471, 1-472, 1-473, 1-474, 1-475, 1-476, 1-477, 1-478, 1-479, 1-480, 1-481, 1-482, 1-483, 1-484, 1-485, 1-486, 1-487, 1-488, 1-489, 1-490, 1-491, 1-492, 1-493, 1-494, 1-495, 1-496, 1-497, 1-498, 1-499, 1-500, 1-501, 1-502, 1-503, 1-504, 1-505, 1-506, 1-507, 1-508, 1-509, 1-510, 1-511, 1-512, 1-513, 1-514, 1-515, 1-516, 1-517, 1-518, 1-519, 1-520, 1-521, 1-522, 1-523, 1-524, 1-525, 1-526, 1-527, 1-528, 1-529, 1-530, 1-531, 1-532, 1-533, 1-534, 1-535, 1-536, 1-537, 1-538, 1-539, 1-540, 1-541, 1-542, 1-543, 1-544, 1-545, 1-546, 1-547, 1-548, 1-549, 1-550, 1-551, 1-552, 1-553, 1-554, 1-555, 1-556, 1-557, 1-558, 1-559, 1-560, 1-561, 1-562, 1-563, 1-564, 1-565, 1-566, 1-567, 1-568, 1-569, 1-570, 1-571, 1-572, 1-573, 1-574, 1-575, 1-576, 1-577, 1-578, 1-579, 1-580, 1-581, 1-582, 1-583, 1-584, 1-585, 1-586, 1-587, 1-588, 1-589, 1-590, 1-591, 1-592, 1-593, 1-594, 1-595, 1-596, 1-597, 1-598, 1-599, 1-600, 1-

EE. 32-14-4.

[illegible]

THIS PAGE IS UNCLASSIFIED

70 1

115.5

Q. 3/0021A  
FOR

APR 2 1945 12 20 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 41 TAC 4

SECRET

SECRET

JUNE 1-1/32 "URGENT" "URGENT"

JUNE 1-2/32 "URGENT" "URGENT"

FRANK

JUNE 1-3/32 "URGENT" "URGENT"

FRANK 1000 TACTICAL AIR FORCE (FRANK) 100000  
TO 1. SECRET (FRANK) 100000

2. SECRET (FRANK) 100000
3. SECRET (FRANK) 100000
4. SECRET (FRANK) 100000
5. SECRET (FRANK) 100000
6. SECRET (FRANK) 100000

CONFIDENTIAL

CONFIDENTIAL

NO 100000 TACTICAL AIR FORCE (FRANK)

SECRET NUMBER 100000 100000 TO 100000

SECRET

PART II - FIGHTERS AND FIGHTER BOMBERS

- A. ESCORT, PATROL, AIR COOPERATION AND A/C.
- B. 200 SPITS, 100 P-47'S.
- C. 200 SPITS, 100 P-47'S.
- D. 50.0 GP, 31.00 FRAPS.
- E. NIL.
- F. 2-2-2.
- G. AND H. - NIL.

PART III - RECCO - NIL.

PART IV - ANNEX

AA. FRENCH FIRST ARMY.

*11/11/32*  
*St. Louis, Mo.*

THIS PAGE IS UNCLASSIFIED

CC. 79.30 TONG.

7-2-2.

PLAN: INTENSE HEAVY DOWNWIND, SEUTERST, 100%  
 610775, 2500, 23, 1 600743. INTENSE LIGHT AS WIND, 60077, 2 6072,  
 62 2, 2000, 1000, 1000, 1000, 1000, 1000, 1000, 1000,  
 600775, 2 6074, 1000, 1000, 1000, 1000, 1000, 1000,  
 6402, 2 6143, 1000, 1000, 1000, 1000, 1000, 1000,  
 600775, 2 6407, 1000, 1000, 1000, 1000, 1000, 1000,

[illegible]

171

27557

6048 / APR 2 1945 2 PM JFCR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2/7/53

TAC 40 TAC 40

TAC 40

URGENT URGENT

URGENT URGENT URGENT

URGENT URGENT URGENT

URGENT URGENT URGENT

URGENT URGENT URGENT

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 322104Z  
TO 1. USSTAF (MAIN) ATTN D/OPS  
2. USSTAF (REAR) ATTN D/OPS  
3. SHAEP (AIR) MAIN OPS RECORDS  
4. AIR MINISTRY WAR ROOM WHITEHALL  
5. 2ND TAF  
6. 6TH AIRY GROUP  
CONFIDENTIAL BT

MULTIPLE ADDRESS

NO D4253 FIRST TAC AF (PROV)

OPSUM NUMBER 29 PERIOD 292200Z TO 302200Z

42ND BOMB WING & VII TAC

PART I - MEDIUM BOMBERS : NO OPERATIONS DUE TO WEATHER.

PART II - FIGHTERS AND FIGHTER BOMBERS.

A. PATROLS, DIVE BOMBING, AIR COOPERATION AND A/E.

B. 77 P-47'S

C. 77 P-47'S

D. 8.75 FRAGS, 3175 GP, 6 TONS NAPALM, 35 ROCKETS.

E. THROUGH H - NIL.

PART III- RECCE: NIL.

PART III - RECCE: . NIL.

Copy to:

Copy to:

D/OPS

D/OPS



CONFIDENTIALHEADQUARTERS

FIRST TACTICAL AIR FORCE, (PIOT)

Office of the Assistant Chief of Staff, A-2

APO

374

COSUM NUMBER 66

Period 282000 to 292000

MISSIONS

XII TAC, 42nd Bomb Wing &amp; MTAF nil.

FR TAC: 1 mission, 2 P/A sorties.

Tonnage nil for all units.

CLAIMS

Nil for all units.

LOSSES

Nil for all units.

WEATHER RESUME - 29 March

Over Bases and Targets- Multi-layered clouds, with low overcasts generally below 1000', and rain persisted over Bases and Targets most of the day, with the exception of the southern and eastern target areas which did not close down until around 0900-1000 hours. Rain ceased for the most part after 1500 hours, but ceilings did not lift much, although breaking slightly. GENERALLY NON-OPERATIONAL CONDITIONS ALL AREAS.

GAF ACTIVITY: S/E day fighter sorties south western front daylight period 29 March; however, fighter a/c of presumably JG-53 airborne from 0915 to 0930 hours. Possible transfer flight. Suggest local transfer only and not out of Stuttgart area. Weather recce also carried out by elements of JG-53 from 1025 to 1055 hours in Echterdingen area. Operational notes: JU-87s identified operating from OBER-SCHNECKENBACH against Frankfurt area. Suggest elements of KSG 1 and/or 2. This Base believed only temporary owing proximity of Allies. As anticipated JU-88s and ME-110s Night Fighters identified carrying out bombing and strafing attacks on Allied concentrations along the Rhine. So far, elements IJG 1, 2 and 4 active in this role. No evidence elements IJG 6 (based Stuttgart-Schwabmühl area) have operated.

STATUS OF COMMUNICATIONS

Enemy Ground- Resistance strong only along main river south of ASCHAFFENBERG from pillboxes and prepared positions. Elsewhere generally light to moderate.

Communications and Movement: Nothing to report.

42 BOMB WING: No operations due to weather.

XII TAC: No operations due to weather.

MTAF: No operations due to weather.

FIRST FRANCE AIR CORPS - (1 mission, 2 sorties).

2/33 Tac/3 Sq - 2/2 a/c on Photo recce - effective. Claims and losses nil.

OTHER UNITS STOOD DOWN DUE TO WEATHER.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

3/9/55

CONFIDENTIAL

9th AF

28/29

Night 28/30 - 3 sorties.

- 2 Black Widows on patrols in 3rd Army area, uneventful.
  - 1 Black Widow on weather recce.
- Claims and losses nil.

Day 29 - 2 sorties.

9th TAC: 2 a/c on weather recce. Claims and losses nil.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

8th AF: No operations due to weather.

2nd TAF

Day 29 - 59 sorties.

- 30 Mitchells and
  - 24 Bostons attacked gun positions at 392364 and 3925645, 6024x20 frags, NRO.
  - 2 Spitfires on weather recce.
  - 3 a/c on air-sea rescue
- Claims and losses nil. Tonnage: 60.24 frags.

RAF Bomber Command

Day 29 - 130 sorties.

- 130/121 Lancasters attacking Benzol plant at SALZGITTER-CEG dropped 445.9 tons, NRO.
- Claims and losses nil. Flak moderate.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 4 TAC 4

URGEN URGENT

SUPVR JEUS V JETF QVQ 3

JBJB V JETF NR 15-1/29 "0 0"

JBJB V JETF NR 15-2/29 "0 0"  
T AMY

JEUS V JETF NR 15-3/29 "0 0"

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 290500A

- TO 1. USSTAF (MAIN) ATTN D/OPS
2. USSTAF (REAR) ATTN D/OPS
3. SHAEF (AIR) MAIN OPS RECORDS
4. AIR MINISTRY WAR ROOM WHITEHALL
5. 2ND TAF
6. 6TH ARMY GROUP

CONFIDENTIAL BT

MULTIPLE ADDRESS

NR D4082 1ST TAC AF (PROV)

QPSUM NUM BER 87 PERIOD 272000 TO 282000

42 BOMB WING & XII TAC

PART I - MEDIUM BOMBERS NO OPERATIONS DUE TO WEATHER

PART II - FIGHTERS AND FIGHTER BOMBERS.

A. PATROLS, AIR COOPERATION, AND A/R.

B. 60 P-47'S

C. 59 P-47'S

D. 1.75 GP, 2.08 FRAGS.

E. THROUGH H - NIL.

PART III - RECCE

PART IV - ANNEX

AA. U.S. SEVENTH ARMY.

BB. 60/59 P-47'S

CC. 3.83 TONS.

DD. NIL.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319 55

*Handwritten:* 4/1/50  
41st Air Division

*Handwritten:* 28253

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

LL. NIL.

FF. E/A: NIL. FLAK: SCANT HEAVY R 6778, SCANT LIGHT R 5398.

GG. NIL.

FIRST FRENCH AIR CORPS - NO OPERATIONS DUE TO WEATHER.

WESTERN FRENCH AIR FORCES

2/2 A/C MADE TWO COASTAL COMMAND MISSIONS IN LORIENT, ST NAZAIRE  
SECTORS.

CLAIMS & LOSSES: NIL.

WEBSTER

BT 290500A

EL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

XAH AFA JEUS V AFF JETF NR 23 \*U R G E N T \*  
XAH T - AFS - AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 280854A  
TO (1) USSTAF (MAIN), ATTN: D/OPS, (2) SHAEF AIR (MAIN) OPS  
RECORDS, (3) SHAEF AIR (STANMORE OPS RECORDS), (4) & I MINSTRY  
AIR MINISTRY WHITEHALL.

CONFIDENTIAL BT MULTIPLE ADDRESS

D-4035 FIRST TAC AF (PROV)

~~1845 5-1581-1-62~~ 19415 (PROV) OPSUM 36, PERIOD 182000  
111111

FIRST TACTICAL AIR FORCE (PROV) OPSUM 36, PERIOD 182000  
TO 252000

AA US SEVENTH ARMY.

BB 3983/3945 P-47S, 41/41 BEAUFIGHTERS.

CC 1735, 395 TONS.

DD RR CARS 853-1262, LOCOS 45-130, M/T 2329-1923, BLDGS 578-274,  
BARGES 44-143, RR BRIDGES 5-15, RAIL CUTS 136, ROAD BLOCKS 75,  
AMMO DUMPS 2-0, ROAD BRIDGE 1-6, STAFF CARS 31-14, AFV 24-23,  
HDV 151-24. MOTORCYCLES 42-2 1/2, 42-2 1/2, 42-2 1/2, 42-2 1/2,  
STUTTGART, R5056, MODERATE HEAVY AT LUDWIGSHAVEN, RASTATT, R6563,  
V2179, R4868, M6708, M6716, M6002, S0456, R7078. INTENSE LIGHT  
OF MAGNITUDE TO WEST OF RHINE, MAGNITUDE EAST OF RHINE

28200

AB AVL

B

TAIE E

EQU

ENUBV

V

V

V

M

L

AS PLS

M

TM

ARE U THERE PLS

T JU JEUS K IWHT RPSE

JEUR R.....27///28/1739A OFM

KKK

1072/20

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

0-1, SUPPLY DUMP 5-7, LUMBER MILL 0-1, TRAILERS 14-18, GUNS 38-93, M/Y'S ATTACKED 38, DUMPS 1-0, FUEL DUMPS 3-0, BARRACKS 3-2, PIERS 2-1, BICYCLES 6-0, RAIL TUNNELS 7-1, HANGARS 3-5, GAS DUMPS 2-0, BRIDGES 0-1, PONTOON SECTIONS 5-0, RADAR STATION 3-1, TRACTORS 0-1, RANGE FINDERS 2-0, FUEL TANK 1-0, BUSES 0-1, TRACTORS 0-4, TUNNELS 0-1, FACTORY BOILERS 1-0, RADIO STATION 0-1, STEAM SHOVEL 0-1.

EE16-13-10.

FF E/A: 12 SINGLE ENGINE E/A ON DECK, 4 E/A TOP COVER AT 5000 FEET GOING WEST AT 0915 HOURS, NO CONTACT. 7PROB. FW 190S (LONG NOSED) GOING NORTH EAST, 14000 FEET, AT M2010, APPROXIMATELY 1700 HOURS OUR A/C CLOSE D TO 3000 FEET AND FIRED ON E/A: NO OBSERVATIONS AS TO RESULTS. E/A PAINTED O.D., ONE WITH RED SPINNER. 3 ME 109S NORTH OF PFORZHEIM GOING EAST AT 1830 HOURS. NO CONTACT. 1 ME 109 GOING SOUTH AT 220 FEET AT 1820 HOURS. SHOT DOWN AND CRASHED AT M8503. 4 ME 109S GOING SOUTH EAST, 13000 FEET AT R8617, 1830 HOURS: FLIGHT OF P-47S ATTACKED, DESTROYING ONE AND DAMAGING ONE SO THAT IT BELLED INTO AIRDROME AT MALMSHEIM.

FLAK: INTENSE HEAVY GERMERSHEIM, BOEBLINGEN AIRDROME, MANNHEIM, R5373, R5005, M5524. MODERATE HEAVY SWIFFERSTADT, WORMS, JUST EAST OF MANNHEIM, R6194, R5598, M6000, R1595, W1595, Q9191, MANNHEIM, LUDWIGSHAVEN. SCANT HEAVY LANDAU, LUDWIGSHAVEN, ZWEIBRUCKEN, KARLSRUHE, R3750, R1449, R3008, R4575, R4593, R5390, R4687, R9548, SPEYER, R4588, R5199, R4784, R4539, R2250, R4092, R5473, R3586, R4490, R2960, KARLSRUHE, Q7176, Q4568, R3052, HEIDELBERG, WORMS, GROSS, SACHSNHEIM. INTENSE LIGHT NEUSTADT, GERMERSHEIM, BOEBLINGEN, AIRDROME, R3670, R3750, R8140, R3851, R2967, R7191, R1288, R1297, R3353, R6362, R3469, R6140, R5384, R5598, R5256, R3135, R9538, R4784, R3470, R3158, R5373, R6187, R1956, R1397, R0993, R1299, M6806, M5224, M4919, M5404, S1415, Q7088, Q4791. MODERATE LIGHT SWEIBRUCKEN, LANDAU, LANSTUHL, HOMBURG, R4788, R6188, R2957, R3058, R6187, R5059, R3075, R7879, R2250, R1497, R1396, R3275, R2165, M6436, Q6572, Q8189, GROSS, SACHSNHEIM. SCANT LIGHT KARLSRUHE, OFFENBURG, PHORZHEIM, LUDWIGSHAVEN, KAISERSLAUTERN, R3561, R3163, R3670, R3571, R3956, R7472, R2551, R9883, R5366, R3957, R5272, R3878, R2049, R1457, R5382, R4656, R6360, R0579, R1397, R1194, R1583, R7844, R0693, Q8178, Q9558, Q7173, Q8989, Q7483, Q9191, Q6172, Q6476, Q6472, Q8169, Q5773, Q8185, Q8183, S0671, M9501, M5215, JUST NORTH OF KARLSRUHE, 5 MILES NORTH OF HEIDELBURG, R2654, R5462, 8 BARRAGE BALLONS OVERGERMERSHEIM BRIDGE. 8 BARRAGE BALLONS AT 5000 FEET WORMS. 8 BARRAGE BALLONS SPEYER. MODERATE HEAVY AT LUDWIGSHAVEN, R1957, R4095, R5091, R4993, LANDAU, R3084, R3479, R3783, NEUSTADT, KARLSRUHE. SCANT HEAVY AT R3454, SPEYER, RECCE ROUTE 4, R3596, R3196, KARLSRUHE, R4738, R3550, S0839, R5242, Q7384, R3057, Q3470, R4074, R3072, R3670, BERGZABERN, R3365, M5020, MANNHEIM, WORMS, BIBLER, LUDWIGSHAVEN NEUSTADT, BAD KURKHEIM, R3052. INTENSE LIGHT R4398, R4399, GERMERSHEIM, R6704, R9522, R2570, HEILDELBURG, NEUSTADT, R3670, R1299, MODERATE LIGHT LUDWIGSHAVEN R3560, Q7673, R3353, R2980, NEUSTADT, M4301, R4070, R2863, Q9060, KIRLACH, Q9464, OFFENBURG. SCANT LIGHT Q3563, R2056, BAD DURKHEIM, R6706, R2896, R2560, ROCKENHEIM R2295, R2897, R4635, R6621, R3369, R2386, KARLSRUHE.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA W411 R

AB AVL

R4787, R2998, R2968, R3696, R3247, Q9476, Q7852, R2482, R1972, SURBOURG, FRENDENSTADT, W1894, Q8588, SMALL ARMS FIRE AT R2958, Q8588. INTENSE HEAVY R5582, R3567, R2860, SPEYER, 5 MILES NORTH OF MANNHEIM. MODERATE ~~HEAVY~~ HEAVY LANDAU, SPEYER, KARLSRUHE, R3366 R4372, R5883, R4038, R9742, R5065, PFORSHEIM. SCANT HEAVY M5416, R4858, R5890, R6098, R5045, R4036, 1 47092, R4162, R4769, R5079, R8090, KARLSRUHE, HEIDELBERG, PHORZHEIM. M6806, R5779, R3757, GERMERSHEIM, R3966, R4853, R3455, SPEYER, OFFENBURG. INTENSE LIGHT Q9269, 1 43778, R5882, R5883, R5456, SPEYER, LANAU, VICINITY OF R2561, EAST OF MANNHEIM, GERMERSHEIM. MODERATE LIGHT SPEYER, R6949, R1059, R3757, R9742, SCANT LIGHT S9571, Q9769, SPEYER, Q9554, R2552, R1682, R6875, R1682, S1273, Q9374, HEIDELBERG SMALL ARMS ~~XXX~~ FIRE AT Q9771. INTENSE HEAVY AT KARLSRUHE, GERMERSHEIM, ~~GERMERSHEIM~~.  
MANNHEIM, R5080, R6790, M4721, MODERATE HEAVY HEIDELBERG, KARLSRUHE, GERMERSHEIM. SPEYER, R4667, R5489, R5982, SCANT HEAVY SPEYER, ~~GERMERSHEIM~~ LUDWIGSHAVEN, NETTLINGEN, MUNHEIM, RASTATT, GERMERSHEIM,  
S0315, R7032, R4833, R5372, R5777, R5586, R5563, R4670, R4951, R4764, R5481, S0315, GERMERSHEIM, R2219, R6878, INTENSE LIGHT GRABEN M/Y, GERMERSHEIM, HEIDELBERG, LANDAU, KARLSRUHE, SPEYER, MANNHEIM, R5271, R5563, R5859, R5379, ~~R5580~~, R2660, R5864, R5580, R5481,  
R6882, INTENSE ACCURATE HEAVY AT HEIDELBERG, HORB, HAUSACH, BOTTWELL, KARLSRUHE, W760871, W725829, MUHLACKER, BRUCHHAL, OFFENBURG, ALTENEHEIM, W170905, RASTATT, KEHL, GERMERSHEIM, TO R498466, SPEYER TO KARLSRUHE, R4657, R8821, R5065, R6562, R4757, INTENSE ACCURATE LIGHT W170905, W760871, R7802, HAUSACH, BOTTWELL, MANNHEIM, AIR DROME, ECHPERDINGEN, SPEYER, SACHSENHEIM, AIR DROME, GERMERSHEIM TO R498663, SQUARE FORMED BY FOLLO WING R3064, R535, R4054, R4064, FROM R5068, TO R5672, R6085, R6185, R4969, R4565, R995402, R4167, R3569, R4697, R5563, R4658, R9210, R5266, R9940, R8821, R6562, S1794, S0471, S1314, HOCHENHEIM, W3563, W3565, R4060, R6083, HEIDELBERG, R4757, R6497, DARMSTADT. MODERATE ACCURATE HEAVY BRUCHSAL, R4957, RUFFACH, HEIDELBERG, R457/R4757, R6497, BADEN BADEN, R866060, TO ~~R5672~~ R5570. MODERATE INACCURATE  
HEAVY AT R810890, MATZINGEN, R7537, S0536, INTENSE HEAVY AT STUTTGART, R5056, MODERATE HEAVY AT LUDWIGSHAVEN, RASTATT, R6563, W2179, R4868, M6708, M6716, M6002, S2456, R7078. INTENSE LIGHT AT KARLSRUHE TO WEST OF RUINE, MANNHEIM, EAST OF GERMERSHEIM



THIS PAGE IS UNCLASSIFIED

1072/28

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 6

TAC 6

URGENT URGENT URGENT

SUPVR JEUS V JETT QVG 4

JBJB V JETT NR 16-1 URGENT

JBJB V JETT NR 16-2 URGENT

VI - AMY

~~URGENT/01/11/16/2/~~

JEUS V JETT NR 16-3 URGENT

JEUS V JETT NR 15-4 URGENT

T - XSM

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 280441A

- TO
1. USSTAF (MAIN) ATTN: D/OPS (URGENT-CONFIDENTIAL) (JEUS)
  2. USSTAF (REAR) ATTN: D/OPS (URGENT-CONFIDENTIAL) (JBJB)
  3. SHAEF (AIR) MAIN OPS RECORDS (URGENT-CONFIDENTIAL) (AFA)
  4. AIR MINISTRY WAR ROOM WHITEHALL (URGENT-CONFIDENTIAL) (AMY)
  5. 2ND TAF (URGENT-CONFIDENTIAL) (XSM)
  6. 6TH ARMY GROUP (URGENT-CONFIDENTIAL) (COURIER)

C O N F I D E N T I A L B T

M U L T I P L E A D D R E S S

N R D 4046 FIRST TAC AF (PROV)

FIRST FRENCH AIR CORPS- 2 A/C ON 2 WEATHER MISSIONS, CLAIMS AND  
LOSSES NIL.

WESTERN FRENCH AIR FORCE- NOTHING TO REPORT.

B T 280441

----- W E B S T E R -----

2691

60061-80622A6

REF ID: A66103



CLASSIFIED

VKV

TAC 5

TAC 5

URGENT

URGENT

URGENT

SUPVR JEUS V JETP OVQA

JBJB V JETP NR 15-1 URGENT

JBJB V JETP NR 15-2 URGENT  
T - AMY

JEUS V JETP NR 15-3 URGENT

JEUS V JETP NR 15-4 URGENT  
T - XSM

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 230441A  
TO  
1. USSTAF (MAIN) ATTN: D/OPS (URGENT-CONFIDENTIAL) (JEUS)  
2. USSTAF (REAR) ATTN: D/OPS (URGENT-CONFIDENTIAL) (JBJB)  
3. SHAEF (AIR) MAIN OPS RECORDS (URGENT-CONFIDENTIAL) (AFA)  
4. AIR MINISTRY WAR ROOM WHITEHALL (URGENT-CONFIDENTIAL) (AMY)  
5. 2ND TAF (URGENT-CONFIDENTIAL) (XSM)  
6. 6TH ARMY GROUP (URGENT-CONFIDENTIAL) (COURIER)

CONFIDENTIAL BT

MULTIPLE ADDRESS

NR D 4045 FIRST TAC AF (PROV)

OPSUM NUMBER 16 - PERIOD 262000 TO 272000 - 42 BOMB WING & 12 TAC

PART I - MEDIUM BOMBERS: NO OPERATIONS DUE TO WEATHER.

PART II -- FIGHTER/BOMBERS

FIGHTERS

A- AIR COOPERATION & A/R

B- 176 P-47S

C- 166 P-47S

D- 9 GP, 1.74 FRAGS, 2.5 IB, 1.5 VP

E- THRU G- NIL

PATROLS & N/T

146 P-47S, 10 BEAUFIGHTERS

144 P-47S, 10 BEAUFIGHTERS

NIL

DL NIL

VH- 1 P-47 LOST DUE TO LANDING ACCIDENT

VPART III - RECCS 10/10 A/C ON 3 TAC/R MISSIONS, 3 SUCCESSFUL

CLAIMS AND LOSSES NIL.

THIS PAGE IS UNCLASSIFIED

C 318 55 Summary. Dated 1/21/50

*D/ops*  
*D/ops + Air Control*

26183

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART IV - ANNEX

AA- 7TH US ARMY.  
BB- 176/166 P-47s.  
CC- 14.44 TONS.  
DD- LOCOS 1-0, M/T 26-36, 1-1, AFV 4-0, BARGES 0-2, BLDGS 26-30,  
RR CARS 20-0, TANKS 0-1, ROALZRUICOK 1.  
EE- A FF- NIL.  
GG- 1 P-47 LOST DUE TO LANDING ACCIDENT.

BT 280441A

----- WEBSTER -----

105/28060/AS

105/28060/AS

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
I  
N  
C  
L  
U  
S  
I  
V  
E

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JETT NR 74-1 URGENT URGENT  
JEDE V JETT NR 74-2 URGENT URGENT  
JZAF V JETT NR 74-3 URGENT URGENT  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 272052  
TO USSTAF (MAIN), ATTN: D/OPS, SHAFF AIR (MAIN) OPS RECORDSBN  
SHAF AIRFKSTANMORE OPS RECORDS

CONFIDENTIAL BT

NR D 4036 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV) OPSUM 36, PERIOD 182000 TO 252000

AA FIRST FRENCH ARMY.

EB 1228/1196 P-47's, 536/514 SPITS.

CC 574.35 TONS.

DD RR CARS 307-525, LOCOS 53-45, M/T 44-6, BLDS 219-34, BARGES  
7-55, RR BRIDGE 2-0, RAIL CUTS 249, ROAD BLOCKS 22, HTV 2-0,  
MOTORCYCLES 1-0, SUPPLY DUMP 0-3, TRAILERS 1-0, GUNS 0-3, PERSONNEL  
36, FLAK BATTERY 3-0, FACTORY 2-2, LFAQS PYAWN RUNWAYS CUTS 3,  
CANAL LOCK 1-0, FU

DARYIUF 1-0, BARRACJS 1-2, JS 4-0, RR STATIONS  
2-1, POWER LUNE 1-0, SWITCH HOUSE 250, RAIL SWITCT 0-1, REPAIR SHOP  
2-0, TURNTABLE 1-0, CIVILIAN CARS 3-2.

2 UNIDENTIFIED E/A SIGHTED AT MANNHEIM, 13000 FEET AT 1300

HOURS 12 190's, LONG NOSED, 08 MILES SOUTH OF NEIDLEBERG, 8 FLYING  
AT 8000

FUJL: AT 10000 FEET.

FLIXFC INTENSE, ACCURATE, HEAVY, W176928, NEUSTADT, R4049, M

REISE, MODERATE, ACCURATE, HEAVY, SCHIFFERSTADT, BREITEN, 20000

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

INACCURATE, HEAVY HEIDELBERG, R4585, INTENSE, ACCURATE, MEDIUM  
R55643, KARLSRUHE, ECKENSTEIN, KANDEL, R335545, SPEYER, R505710,  
R6187, MODERATE, ACCURATE, MEDIUM R557695, GERMERSHEIM, BRIDGE  
R5097, R672295, MODERATE INACCURATE, MEDIUM, R6030, R6883,  
EPPLINGEN, INTENSE, ACCURATE, LIGHT, R555643, KANDEL.  
HEIDELBERG, RASTATT, INTENSE, INACCURATE, LIGHT R530870, MODERATE,  
ACCURATE BRETTEN, R6030, MODERATE INACCURATE, LIGHT AT BRETTEN.

GG 2 P-47's.

WEBSTER

BT 272032  
HCR KK

~~REF ID: A6042~~

6042/27  
R2148

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 22

THIS PAGE IS UNCLASSIFIED

31953 3) 9SUPV JEUS V JETF QVQ3

W  
JEUS V JETF NR 35-1 OP OP

JEJE V JETF NR 35-2 OP OP

JEJB V JETF NR 35-3 OP CP

T AMY

K

FJOM FIRSTTACTICAL AIR FORCE (PROV) 271349

- TO
1. USSTAF (MAIN) ATTS D/OPS
  2. USSTAF (REAR) ATTS D/OPS
  3. SHAET AIR (MAIN) OPS RECORDS
  4. AIR MINISTRY WAR ROOM WHITEHALL
  5. 2ND T.A.F.
  - 6 SIXTH ARMY

CONFIDENTIAL - BT

(MULTIPLE ADDRESS)

NR D 4025

OPSUM NO. 85. PERIOD 252000 TO 262000

42ND BOMB WING AMT XII TAC. AIR COMMAND

PART I - MEDIUM BOMBERS

NO OPERATIONS DUE TO WEATHER.

PART II - F/B AND FIGHTERS

F/B

- A. AIR COOPERATION, A/R  
B. 703 P-47'S  
C. 694 P-47'S  
D. 54.75 CP BY P-47'S  
32.00 REX BY P-47'S  
46.70 FRAGS BY P-47'S  
104.80 I.B. BY P-47'S  
3.00 NABALM BY P-47'S  
90 ROCKETS FIRED BY P-47'S

E. NIL

F. NIL

G. 2 P-47'S FLAK

H. 2 P-47'S FLAK

FIGHTERS

FIGHTER SWEEPS, PATROLS

234 P-47'S

234 P-47'S

NIL

NIL

NIL

NIL

NIL

PART III RECCE

56-56 TAC/R

2-2 P/R

CLAIMS: NIL

LOSSES: 1 P-47C MYR

PART IV ANNEX

THIS PAGE IS UNCLASSIFIED

BB. 705/694 P-47'S  
 CC. 241.42 TONS  
 DD. LOCOS 10-20, RR CARS 189-324, M/T 112-114, CUNS 14-19,  
 BLDGS 177-92, HDV 13-6, M/Y'S 4, RR CUTS 19, AFV 2-7,  
 OIL STORAGE 1-0, RF BLOCKS 4, TRAILERS 2-1, STAFF CARS 5-3,  
 BARGES 0-4, RR BRIDGES 0-1, RADIO 0-1, RF BRIDGES 1-0,  
 POWER PLANTS 0-1, SUPPLY PUMP 0-1, PERSONNEL 30 PLUS.

EE. NIL  
 FF. E/A: 20 ME-109'S MANNHEIM  
 1 JET MANNHEIM  
 2 ME-109'S STUTTGART

FLAK:  
 INTENSE HEAVY- R5564, R3031, M5222, M6494, MANNHEIM, M9357,  
 R5563, HEIDELBERG.  
 MODERATE HEAVY- HEPPENHEIM, WEINHEIM, STUTTGART, R7789, R5893,  
 R6395, R7595, R6397, M6319, MANNHEIM, HEIDELBERG.  
 SCANT HEAVY- OFFENBURG, BENSHEIM, KARLSRUHE, R5-41, R5662,  
 R5258, S0530, R9323, M6408, M6005, MFTIGON R546, M5 32, V1787,  
 RPETWON S0635, R4848, R1204, M6525, M6000, R6088, R3 25, M58029/  
 MZMTOTN R6007, R3747, M5204, M6105, R5061, R4040, R6195, R5566,  
 MANNHEIM, LUHR.

INTENSE LIGHT - WOODS NORTH OF MANNHEIM, ALONG RR TO WOODS EAST  
 SPEYER, EAST PART OF MANNHEIM, R5672, R2304, W1690, R5662, R5562,  
 R5466, R5875, M6494, M6104, R5521, R5216, R6117, R6520, R5936, M5032,  
 W1586, R5 97, R6393, M6516, M6420, R 671, M5702, M5819, R8190, M6017,  
 R5673, N0118, N1328, M7617, R5563, W1894, HEIDELBERG.;  
 MO

DE POLLIGHT - R4636, R580, WIENHEIM  
 R6069, R5980, R6078, S1516,  
 V50530, W1298, AUMW1596, M5411, M5216, OFFENBURG, R5746, R432, R5564,  
 R6420, M6605, R991, S0634, R140, M6423, R613, S0320, M6522, MBYEWON  
 HOCKENHEIM, TEIDELZURG, 07660.  
 SCANT LIGH - BENSHEIM, W6350,  
 7 TTWIO M885, R4652, R4737, R4040, R1204  
 R5226, S1262, SIFUYUN M571, M5920, R5465, R4355, R8076, MALSHEIM.  
 INTENSE ACCURATE HEAVY - BOBLINGEN, RASTATT, FREUDENSTATT, R460410,  
 FREIBURG, STUTTGART, R720.  
 INTENSE ACCURATE LIGHT - SE OF MULHEIM, R8720, FREUDENSTATT, R460410,  
 VILLINGEN.  
 MODERATE ACCURATE HEAVY - OFFENBURG, BUHL, STUTTGART, APPENWEIER,  
 S0634.  
 MODERATE ACCURATE LIGHT - ROTTWEILL, STUTTGART, V900418, V9212,  
 STUTTGART.  
 SCANT INACCURATE LIGHT - R525915.  
 GG. 2 P-47'S .

BT 271349

48074

6030/27

Ref 18524

REF 18524

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

D

TAC 21

TAC 21

SUPVR JEUS V JETF QVQ3

JBJB V JETF 34/27 OP OP  
QVR 2

JBJB V JETF 34/27-2 OP OP  
T AMY QVR 4

JEUS V JETF 34/27-3 OP OP

FROM FIRST TACTICAL AIR FORCE (PROV) 271348A

TO 1. USSTAF (MAIN) ATTN: D/OPS

2. USSTAF (REAR) ATTN: D/OPS

3. SHAEF (AIR) MAIN OPS RECORDS

K4. AIR MINISTRY WAR ROOM WHITEHALL

V5.V 2KND T.A.F.53384 4 SIXTH IDZY

CONFIDENTIAL BT

D-4024

OPSUM NUMBER 85 - PERIOD 252000 - 262000

FIRST FRENCH AIR CORPS

PART II, F/B AND FIGHTERS

F/B

FTRS.

A. ARMED RECCE

PATROL

B. 12 P-47'S

117 P-47'S, 72 SPITS

C. 12 P-47'S

65 SPITS, 114 P-47'S

D. THROUGH H. - NIL

PART III - RECCE

14/14 TAC / R

CLAIMS AND LOSSES NIL

PART IV - ANNEX

AA. SEVENTH U.S. ARMY

BB. 12-12 P-47'S

CC. NIL

DD. LOCOS, 0-1, RR CARS 0-23, M/T 5-0, FLAK POSITIONS 1-0,  
RADAR STA 1-0.

EE. NIL

FF. E/A NIL

FLAKA INTENSE ACCURATE HEAVY - BOBLINGEN, RASTATT, FREUDENSTADT

26057

6021/27

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

R460410, FREIBURG, STUTTGART, R8720,  
INTENSE ACCURATE LIGHT - S.E. OF MULHEIM R8720, FREUDENSTADT,  
R460410, VILLINGEN.  
MODERATE ACCURATE HEAVY - OFFENBURG, BUHL, STUTTGART, APPENWEIER,  
S0634.  
MODERATE ACCURATE LIGHT - ROTTWEIL, STUTTGART, V900418.  
MODERATE INACCURATE HEAVY - V9212, STUTTGART.

GG. NIL/

WEBSTER

BT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

6-7121  
W/B

6-7121

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

25755

MAR 26 1945 12 01 PM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



25748

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6009/26  
Kal 1151 for

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 5 TAC 55

TAC 55  
URGENT URGENT

SUPVR JEUS V JETF QVQ 3

JBAF V JETF NR 88-1/25 "URGENT URGENT"  
T AMY

JBFB V JETF NR 88-2/25 "URGENT URGENT"

JEUS V JETF NR 88-3/25 "URGENT URGENT"

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 251958A

TO 1. USCTAF (MAIN) ATT D/OPS  
2. USSTAF (REAR) ATT D/OPS  
3. SHAET AIR (.MAIN) OPS RECORDS  
4. AIR MINISTRY WAR ROOM WHITEHALL  
5. 2ND T.A.F.  
6. SIXTH ARMY

CONFIDENTIAL BT  
MULTIPLE ADDRESS

NR 13963 1ST TAC AF (PROV)

OPSUM NO. 83 - PERIOD 232000 TO 242000

42ND BOMB WING & XII TAC

PART I - MEDIUM BOMBERS

27/24 B-26'S KOCKENDORF RR BRIDGE S-072705, 45.25 TONS DEMO - GOOD.

25/18 B-26'S KOCKENDORF RR BRIDGE S-072705, 36 TONS DEMO - FAIR.

0/6 B-26'S NECKARGERACHT RR EMBANKMENT R 969899, 11.75 TONS - FAIR.

CLAIMS & LOSSES: NIL.

PART II - FIGHTERS & F/B

FIGHTER BOMBERS

FIGHTERS

A. AIR COOPERATION, DIVE BOMB AND ARMED RECCE.

ESCORTS & FIGHTER  
SWEEPS.

B. 517 P-47'S

107 P-47'S

C. 503 P-47'S

107 P-47'S

D. 110.25 GP, 22.5 IB, 12 RDX, 36.75 FRAGS, 11 SAP,

21.5 TNT, ALSO 3 ROCKETS FIRED.

*D/OPS*

*D/Int Area Control*

*253081*



*1175  
36  
1175  
36.0*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

E. NIL. NIL.  
F. E/A IN AIR 2-0-0  
G. NIL. NIL.  
H. 1 P-47 DUE LANDING ACCIDENT.

PART III - RECCE

60 F-6'S ON TAC/R 27 F-5'S ON PHOTO RECCE. CLAIMS AND LOSSES: NIL.

PART IV - ANNEX

AA. SEVENTH US ARMY  
BB. 517/503 P-47'S  
CC. 214.34 TONS AND 3 ROCKETS.  
DD. LOCOS 6-6, RR CARS 113-198, M/T 109-77, BLDGS 66-16, BARGES 8-22,  
RR CUTS 32, RD BLOCKS 7, TRAILERS 2-2, HDV 4-4, SUPPLY PUMP 0-3,  
M/Y 7, FUEL DUMP 2-0, GUNS 6-2, RR BRIDGES 1-0, BARRACKS 0-2,  
PIERS 1-0, AFV 0-1, RD BRIDGES 0-2.  
EE. E/A IN AIR 2-0-0.  
FF. E/A: 3 ME 109'S NORTH OF PFORSHEIM GOING EAST AT 1830 HRS, NO  
CONTACT.  
1 ME 109 GOING SOUTH AT 200 FT AT 1820 HRS, SHOT DOWN AND  
CRASHED AT M 8503.  
4 ME 109'S GOING SOUTHEAST 13,000 FT AT R 8617, 1830 HRS,  
FLIGHT OF P-47'S ATTACKED, DESTROYED ONE AND DAMAGED ONE SO THAT IT  
BELLIED INTO AIR DROME AT MALMHEIM.  
FLAKS INTENSE HEAVY AT SUTTCART, R 5036. MODERATE HEAVY AT  
LUDWIGSBURG, BLETICHEIM, RASTATT, R 6363, W2179, R 4868, M 6708, M 6744

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D


M 6002, R 6095, S 0456, R 7070. SCANT HEAVY AT EAST OF GERMERSHEIM, STUTTGART, MANNHEIM, LUDWIGSBURG, HEILDELBURG, RASTATT, R 4550, S 0734, S 0345, R 6045, R 3730, R 5562, R 3637, R 4556, W 3288, R 4660, R 0650, R 4857, R 5070, M 6442, R 5597, R 3055, R 5065, R 5452, OFFENBURG. INTENSE LIGHT AT KARLSRUHE TO WEST OF RHINE, MALSHEIM, EAST OF GERMERSHEIM, S 0284, R 5562, R 5982, R 4556, R 5562, R 5564, R 5070, S 0280, R 5177, R 8140, S 0084, R 2922, R 4658. MODERATE LIGHT AT GARBEN, HEPPENHEIM, OFFENBURG, S0240, R 6755, R 6755, R 6563, R 5275, R 6069, R 6564, R 4557, R 4545, R 5169, S 0277, R 2114, S-766, S 0456, R 2303.

SCANT LIGHT AT HEIDELBERG, S 0867, R 2139, R 5575, R 3257, R 6563, N R 4467, R 5055, R 5466, R 2532, S 0503, S 0184, R 2214, W 4286, R 5320. GG. 1 P-47.

WEBSTER

BT 251928A

HL

6055/2522 20 A 

10 16 19 61



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 54 TAC 54

TAC 54

URGENT URGENT

SUPVR JEUS V JETV QVO 3

JEAF V JETV NR 87-1/25 "URGENT URGENT"  
T AMY

JEJB V JETV NR 87-2/25 "URGENT URGENT"

JEUS V JETV NR 87-3/25 "URGENT URGENT"

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 252004A

- TO
1. USSTAF (MAIN) ATT D/OPS
  2. USSTAF (REAR) ATT D/OPS
  3. SHAEF AIR (MAIN) OPS RECORDS
  4. AIR MINISTRY WAR ROOM WHITEHALL
  5. 2ND T.A.F.
  6. SIXTH ARMY

CONFIDENTIAL BT

MULTIPLE ADDRESS

NR D3964 1ST TAC AF (OPROV)

OPSUM NO 83 + PERIOD 232000 TO 242000

FIRST FRENCH AIR CORPS

PART II - FIGHTERS & FIGHTER BOMBERS

FIGHTER BOMBERS

FIGHTERS

A. ARMED RECCE

FIGHTER SWEEPS, ESCORTS

B. 191 P-47'S

60 SPITFIRES

C. 152 P-47'S

57 SPITFIRES

D. 79.3 CP, 15.4 ID

E. NIL

F. THROUGH II - NIL.

PART III - RECCE

12/12 A/C ON TAC/R. CLAIMS & LOSSES: NIL.

PART IV - ANNEX

Account of the  
Victory

D/OPS  
O/Int Stat Con

4-7-48

25674

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA. 1ST FRENCH ARMY

BB. 191/182 P-47's

CC. 94.9 TONS

DD. LOCOM 9-7, RR CARS 196-92, M/T 4-0, BLDGS 136-2, PARCES 0-6,  
RR CUTS 41, RR BLOCKS 2, SHEETS 0-1, FACTORY 1-0, RR STATION 1-0,  
DUMPS 2-1.

EE. THROUGH GG - NIL

WESTERN FRENCH AIR FORCE

5 A/C ON VISUAL RECCE

3 A/C ON PHOTO RECCE

CLAIMS & LOSSES: NIL

WEBSTER

BT 252004A

EL

*Return to me  
Mark*

~~FAE~~  
6054/252133A K2

REC'D 9 31 PM

THIS PAGE IS UNCLASSIFIED

319.55-

7/10/22 7/10/22  
start out

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*See page 28*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

411214

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

314.55

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]

-----

-----

-----

-----

-----

6

1. [illegible]  
2. [illegible]  
3. [illegible]

-----

1. [illegible]  
2. [illegible]  
3. [illegible]

25127





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6015/23 Ad 2-5/10

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

25125

FILE NO. 30-30 P-61a      FILE NO. 15-15 P-51a      ATTENTION: INVESTIGATOR C-2

6

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MAR 35 1945 12 17 PM



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1. . . . .  
2. . . . .  
3. . . . .  
4. . . . .  
5. . . . .  
6. . . . .  
7. . . . .  
8. . . . .  
9. . . . .  
10. . . . .  
11. . . . .  
12. . . . .  
13. . . . .  
14. . . . .  
15. . . . .  
16. . . . .  
17. . . . .  
18. . . . .  
19. . . . .  
20. . . . .  
21. . . . .  
22. . . . .  
23. . . . .  
24. . . . .  
25. . . . .  
26. . . . .  
27. . . . .  
28. . . . .  
29. . . . .  
30. . . . .  
31. . . . .  
32. . . . .  
33. . . . .  
34. . . . .  
35. . . . .  
36. . . . .  
37. . . . .  
38. . . . .  
39. . . . .  
40. . . . .  
41. . . . .  
42. . . . .  
43. . . . .  
44. . . . .  
45. . . . .  
46. . . . .  
47. . . . .  
48. . . . .  
49. . . . .  
50. . . . .  
51. . . . .  
52. . . . .  
53. . . . .  
54. . . . .  
55. . . . .  
56. . . . .  
57. . . . .  
58. . . . .  
59. . . . .  
60. . . . .  
61. . . . .  
62. . . . .  
63. . . . .  
64. . . . .  
65. . . . .  
66. . . . .  
67. . . . .  
68. . . . .  
69. . . . .  
70. . . . .  
71. . . . .  
72. . . . .  
73. . . . .  
74. . . . .  
75. . . . .  
76. . . . .  
77. . . . .  
78. . . . .  
79. . . . .  
80. . . . .  
81. . . . .  
82. . . . .  
83. . . . .  
84. . . . .  
85. . . . .  
86. . . . .  
87. . . . .  
88. . . . .  
89. . . . .  
90. . . . .  
91. . . . .  
92. . . . .  
93. . . . .  
94. . . . .  
95. . . . .  
96. . . . .  
97. . . . .  
98. . . . .  
99. . . . .  
100. . . . .

6613/24

MAR 22 1965 2 09 PM



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1. The first part of the document is a list of names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

2. The second part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

3. The third part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

4. The fourth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

5. The fifth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

6. The sixth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

7. The seventh part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

8. The eighth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

9. The ninth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

10. The tenth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

11. The eleventh part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

12. The twelfth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

13. The thirteenth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:

14. The fourteenth part of the document is a list of the names and addresses of the persons who have been in contact with the subject of the investigation. The names are listed in alphabetical order, and the addresses are given in full. The list is as follows:



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAL 0011

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TA 211

Read 221340A ADS

13-41





T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PAGE 1 CONTINUED

2-615

01/0 1-0810 INTERMEDIATE AND 10 1000000, MISSION CANCELLED.  
 02/0 1-0810 INTERMEDIATE, CANCELLED AND MISSION CANCELLED.  
 01/1 1-0810 1000 AND 1000 1000 1000 1000 1000 1000, 10 1000, 10 1000.  
 01/1 1-0810 1000 AND 1000 1000 1000 1000 1000 1000 (1-081000), 10.00 TONS,  
 10.00. FLAT: 10000, 1000 1000000, 1000000 1000.  
 10/1 1-0810 1000 AND 1000 1000 1000 1000 1000 1000 (1-081000), 10 1000,  
 1000. FLAT: 1000000, 1000, 1000000 1000 1000000 1000.  
 00/1 1-0810 1000 AND 1000 1000 1000 1000 1000 1000 (1-081000),  
 10.00 TONS, 10.00.  
 CLAIMS: NIL  
 LOSSES: 1 1-0810 1000. 3 1000 1000, 1 1-0810 10000.

7185  
910

PAGE 2

- A. 10000, 1000 1000000, 1000.
- B. 1000 1-47's.
- C. 1000 1-47's.
- D. 10.00 TONS 1-47's, 10.00 1-47's, 10.00 1-47's, 101.44 1-47's, 2 TONS 1-47's,  
 41.2 1-47's, 57000000
- E. NIL
- F. NIL
- G. 1 FLAT
- H. 3 10000.

PAGE 111 PEECE.









THIS PAGE IS UNCLASSIFIED

319.55

PART III - RECCE



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 34

TAC 34

URGENT URGENT URGENT

Action Copy to: \_\_\_\_\_  
Information Copies to: \_\_\_\_\_

JUNE 5 JETT W/1 UNCLASSIFIED MESSAGE 4 ADDRESSEES

319 55

JUNE 5 JETT W/1 85-1 URGENT

JUNE 5 JETT W/1 85-2 URGENT

T - ANY

JUNE 5 JETT W/1 85-3 URGENT

JUNE 5 JETT W/1 85-4 URGENT

T - ANY

24545

*Top Secret*  
*4/12/71*

FROM HQS FIRST TACTICAL AIR FORCE (FACV) 262143A

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TO HQ TAC (UNCL) ATT. 5/2/68, USCTAF (HEAD), SHAF TAC (UNCL) OPS  
RECORDS, AIR MINISTRY HAS BEEN NOTIFIED, ONE TAC, SIXTH  
ARMY CP (USCENT TO ALL ADDRESSEES)

C O M M A N D E R I A L T T (MULTIPLE ADDRESSES)

W T 3780 1ST TAC AT (TACV)

SECURITY NO. 7 - 12000 TO 18000

42ND TAC WING 1 TAC

PART I - BOMBERS

137/130 F-26'S REFLINCH TOWN 1 19826, 246.17 TONS, 3000.  
71/ 8 F-26'S LANLAN MAY 2 26672, 51.35 TONS, 3000.

PART II - FIGHTERS 2 7/8

A. AIR COORDINATION, AMTAC RECORDS, DEFENSE RECORDING, TAC/1, PHOTO  
RECORD, ARTILLERY ADJ.

B. 1000 F-47'S 5 REAUGHTERS

C. 990 F-47'S 5 REAUGHTERS

D. 130.37 CY, 52.5 IN, 138.84 TONS, 6 DRY, 2.5 TNT, 2.20 MP,  
28.35 NATAL, 274 DOCTORS.

E. NIL

F. 6-9-7 5/2

G. 6 F-47'S

H. 6 F-47'S

PART III - RECORD



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 4

TAC 4

Action C. for D/OPS  
Information Copies to: D/Int



JEUS V JETT W/V MULTIPLE MESSAGE 3 ADDRESSEES

JBAF V JETT NR 11-1 URGENT URGENT

JEUS V JETT NR 11-2 URGENT URGENT  
T - JEAD

JEUS V JETT NR 11-3 URGENT URGENT

24396

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 280418A  
TO  
1. AIR STAFF SHAEF FORWARD (AFY)  
2. AIR STAFF SHAEF MAIN (AFA)  
3. USSTAF (JEUS)  
4. NINTH AIR FORCE ADVANCED (JEAD)  
5. EIGHTH AIR FORCE (JBAF)  
6. ADVANCED C.P. FIRST TACTICAL (TANU)

SECRET BT

----- SEND IN CLEAR BY LANDLINE - AUTH: COL. FISHER -----

NR 1 JEAS

FIRST TACTICAL AIR FORCE PAREN PROVISIONAL PAREN OPERATIONS INTENTIONS  
FOR TWO ZERO MARCH ONE NINE FOUR FIVE PM

YOUR TWO ZERO FIVE WILL ATTACK THE FOLLOWING ROAD AND RAIL FLANKS  
COLOR FRANKENSTEIN ROGER ONE SEVEN NINE THREE AT ONE ZERO ZERO ZERO

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E

ONE ONE FIVE HOURS CMA ALBERSWEILER ROGER TWO ZERO EIGHT AT ONE  
ONE ONE FIVE HOURS CMA HAUENSTEIN ROGER ZERO SEVEN SIX SIX AT ONE  
ONE ZERO ZERO HOURS CMA LAMPRECHT ROGER TWO THREE EIGHT SIX AT ONE  
THREE ZERO HOURS CMA LAMPRECHT ROGER TWO THREE EIGHT SIX AT ONE  
FIVE HOURS CMA BAD DUNKHEIM ROGER THREE TWO NINE ONE AT ONE ZERO ONE

ONE TWO TACTICAL AIR COMMAND WILL REPEAT INTENTIONS FOR ONE NINE  
MARCH ONE NINE FOUR FIVE CMA WITH FOLLOWING ADDITIONS COLON LEAFLET  
DROPS CMA MINFELD ROGER THREE ZERO FIVE THREE CMA WINDEN ROGER TWO  
EIGHT FIVE SEVEN CMA DIERBACH ROGER TWO FOUR FIVE FOUR CMA  
KAPPELLEN ROGER TWO TWO FIVE SIX PD WILL PROVIDE ESCORT FOR MEDIUM  
BOMBERS CMA INSTEAD OF AREA COVER PD

TARGETS FOR FIRST FRENCH AIR CORPS TO FOLLOW PD

BT 200430A

----- WEBSTER -----

MMS KKK

6004

170 20/055714 ETV

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

COM NUMBER 81

Period 212000 to 222000

| MISSIONS                             |        |      |        |       |        | CLAIMS            |         |        |         |
|--------------------------------------|--------|------|--------|-------|--------|-------------------|---------|--------|---------|
| XII TAC                              | FR TAC | 42BW | WFLF   | Total |        | 42 BW & WFLF: ILL |         |        |         |
| 104                                  | 25     | 8    | 7      | 145   |        | XII TAC           | FR TAC  | Total  |         |
| SOURCES                              |        |      |        |       |        | 42 BW             |         |        |         |
| XII TAC                              | FR TAC | 42BW | WFLF   | Total |        | Locos             |         |        |         |
| P/B                                  | 552    | 137  | 0      | 25    | 714    | RR cars           | 159-253 | 119-47 | 308-305 |
| Ptrs                                 | 55     | 59   | 0      | 0     | 114    | M/T               | 407-199 | 4-0    | 411-199 |
| M/B                                  | 0      | 0    | 172    | 0     | 172    | Rd blocks*        | 5       | 5      | 10      |
| W/R                                  | 0      | 2    | 0      | 0     | 2      | Rail cuts*        | 5       | 50     | 56      |
| Tac/R                                | 32     | 14   | 0      | 6     | 52     | RDV               | 5-7     |        |         |
| P/R                                  | 16     | 0    | 0      | 0     | 16     | AFV               | 3-3     |        |         |
| Artill.                              |        |      |        |       |        | Staff cars        | 1-3     |        |         |
| adj.                                 | 2      | 0    | 0      | 2     | 4      | Barges            | 12-51   |        |         |
| Total:                               | 657    | 212  | 172    | 33    | 1074   | Guns              | 10-19   |        |         |
| TOW AGG:                             |        |      |        |       |        | Gas Dumps*        | 2-0     |        |         |
| GP                                   | 57.25  | 39   | -      | 2.95  | 139.20 | Bldgs             | 36-70   | 10-7   | 96-77   |
| IB                                   | 49.75  | -    | -      | -     | 49.75  | 3/A-round         |         | 1-0-0  |         |
| RDX                                  | 15.25  | -    | -      | -     | 15.25  | M/Gun pos.        |         | 1-0    |         |
| TNT                                  | 10.    | -    | -      | -     | 10.    | Switch house      |         | 1-0    |         |
| Frgs                                 | 39.31  | -    | -      | -     | 39.31  | Dump*             |         | 1-0    |         |
| Fap.                                 | 32.77  | -    | -      | -     | 32.77  | Factory           |         | 1-1    |         |
| Demo                                 | -      | -    | 297.83 | -     | 297.83 | Bridges*          | 0-1     |        |         |
| WP                                   | 18.    | -    | -      | -     | 18.    | M/Ys attacked*    | 12      |        |         |
| Total:                               | 252.83 | 39   | 297.83 | 2.95  | 622.65 | Supply dump*      | 0-1     |        |         |
| In addition, 200 rockets were fired. |        |      |        |       |        | M/cycles          | 1-0     |        |         |
|                                      |        |      |        |       |        | Trailers          | 1-3     |        |         |
|                                      |        |      |        |       |        | Pontoon -         |         |        |         |
|                                      |        |      |        |       |        | sections          | 5-0     |        |         |
|                                      |        |      |        |       |        | Radar sta.        | 0-1     |        |         |
|                                      |        |      |        |       |        | Tractors          | 0-1     |        |         |
|                                      |        |      |        |       |        | Range finders     | 2-0     |        |         |

LOCATIONS\*

\*Gas dumps - R1463, R7732. \*Bridge at GERMANSWIM. M/Ys attacked at W2271, R6672, R6577, R9441, R5960, R8332, R5777, R6602, R5583, R50672, R1111001. \*Dump W4992.  
\*Rd blocks- R0550, R0328, R6978, R4955, R6006, 5 (no exact location, BATTING area). \*Rail cuts - 5 at R4652, 1 at R5777, 2 at R0239, 3 at R7080, 2 at R0530, 6 at R3733, 3 at R0252, 5 at R3660, 4 at R8140, 5 at R5184, 2 at W4992, 3 at R5480, 4 at R5960, 1 at R6060, 1 at R5661, 4 at R7351, 5 at R7955, R8494, R6565, R9080, R3390, R5677, R5567. \*Supply dump - damaged at R8290.

| Losses                     |     |         |   | XII TAC:                      | 3 P-47 lost, flak, 2 pilots MIA, 1 pilot MIA. |
|----------------------------|-----|---------|---|-------------------------------|---|
| Lost                       | Der | Missing |   |                               |   |
| XII TAC:                   | 3   | 18      | 0 | 14 P-47 cat 1, flak.          |   |
| FR TAC:                    | 1   | 7       | 0 | 2 P-47 cat 2, flak.           |   |
| 42 BW:                     | 1   | 15      | 0 | 1 P-47 cat 1, rocket blast.   |   |
| Total:                     | 5   | 40      | 0 | 1 P-47 cat 1, cat so unknown. |   |
| 42BW: 14 B-26 cat 1, flak. |     |         |   | FR TAC:                       | 4 P-47 cat 1, flak.                           |
| 1 B-26 cat 2, flak.        |     |         |   |                               | 3 P-47 cat 2, flak.                           |
| 1 B-26 lost, flak.         |     |         |   |                               | 1 P-47 cat 3, flak, crash landing.            |

CONFIDENTIAL



## CONFIDENTIAL

## 42nd Bomb Wing:

## 17th Group - (2 missions, 54/45 sorties)

- 27/24 on NECHARGEHUND RR bridge (R7783) 43 demo, Poor. Time up 0916, TOT 1113.  
Time down 1200.  
27/21 on NECHARGEHUND RR bridge, 42 Demo, Good. Time Up 0946, TOT 1146.  
Time down 1325.  
Losses: NIL Total tonnage: 90 demos.

## 320th Group - (4 missions, 63/60 sorties)

- 4/3 on Flak decoy and WEILBERG M/T (R6790), 6 demos & Window, Good.  
Time up 1015, TOT 1234, Time down 1349.  
29/27 on WEILBERG RR Bridge, R6790, 53.5 Demos, Good. Time up 1017, TOT 1234.  
Time down 1351. Losses: 3 cat 1, flak.  
3/3 Anti flak, WEILBERG (R6790), Window, HD. Time up 1045, TOT 1245. TD 140.  
27/27 On WEILBERG RR Bridge, 53 demo, Good. " 1047, " 1246, " 140.  
Losses: 1 B-26 lost, flak, crashed R7582, 3 minutes, 6 of crew KIA.  
11 B-26s cat 1, flak.  
1 B-26 cat 2, flak.  
E/A : 3 unidentified a/c at R8754 at 1000ft at 1200hrs. 8 unidentified silver, a/c East (R8661) at 1218 hrs. 4 unidentified a/c, light green, South 13,000ft (S1224) at 1318 hrs. 4 unidentified a/c on airfield R7115, 1212 hrs. Single engine, airfield, R5574, at 1217 hrs. 50-100 barges, groups of 5, NECHARGEHUND River, R9392, 1232 hrs. Column of smoke to 3000ft R1404, 1231 hrs. 50 barges R6790, 600 RR cars WEILBERG M/Y, 400 RR cars M/Y SC660, 100 RR cars and 1 loco M/Y R3560, at 1225 hrs. 2 trains of 5 cars each with loco, steam up R8661. Large convoys M/T 1 mile E of R2392 West at 1209 hrs.

## 31st Group - (1 mission, 23/23 sorties)

- 25/25 NECHARGEHUND RR Embarkment R6639, 52.83 Demo Good. Time Up 1030, TOT 1250, Time Down 1410. Losses: NIL E/A: NIL

## 34th Group - (1 mission, 27/26 sorties)

- 27/26 NECHARGEHUND RR Embarkment, 42.75 Demo, Good. Time up 1046, TOT 1220.  
Time down 1355. Losses: NIL E/A: NIL

## XII TAC:

## 415th Night Fighter Sq. - Night 21/22

10/10 Intruder patrols.

Claims: Locom 1-0, RR cars 1-4, M/T 6-31, Bldg 4-14, Barges 0-1, Supply Dumps 0-1, R 3336.

Losses: 1 B-26 destroyed due to flak.

Observations: Road traffic, PROZHEIM, KARLSRUHE area, Moving N.  
Search light R6932.

## 50th Group - (17 missions, 152/152 sorties)

- 120/120 P-47s on 14 air co-operation missions for VI & IV Corps, attacking barges R5590, R5586, R0338, R5585; M/T convoys R0756, R0059, R2060, R1384, R0659; gun replacements R3834; M/Ys R2271, R5562; RR bridge R2358, also communications.  
16/16 P-47s on 2 A/R missions in the WEILBERG, NECHARGEHUND area, attacking M/T concentrations R1584 to R1663, tanks R1463, gas dumps R1463, Rd bridges R4769, R4755, also communications.  
16/16 Escort.  
Claims: Locom 1-0, RR cars 9-32, M/T 28-130, HDV 35-0, M/T 6-2, Staff cars 1-0, Barges 0-18, Guns 5-0, Gas Dumps 2-0, Bldgs 40-32, Bridges 0-1, M/Y, Rd blocks 2.

CONFIDENTIAL

CONFIDENTIAL

Losses: 1 P-47 lost, flak, pilot MIA, bailed at R3543.  
 1 P-47 cat 1, flak.  
 1 P-47 cat 1, rocket blast.  
 Tonnage: 10 MT, 12.30 IB, 10.25 RDX, 20.54 Frags, 2.2 Napalm, and  
 71 rockets fired.  
 E/A : 20 plus ME109s jumped flight 15,000ft at 1130 hrs, SE of  
 KARLSRUHE, turned away into E. No claims or losses.

324th Group - (13 missions, 119/117 sorties)

107/109 P-47s on 12 air co-operation and A/R missions in support to the VI  
 and XV Corps in GERMERSHEIM, LANDAU, BORMUNG, and the BASELSTADT  
 areas, attacking gun emplacements R3733, M/Ys R6777, S0346, Strong  
 points R2852, R1257, R1050, M/T concentration R0859, R0759, BERTZ-  
 STADT area, barges R3474.

12/12 On escort.

Claims: RR cars 19-13, M/T 34-61, Guns 3-0, HDV 3-1, Blags 22-16,  
 Barges 5-3, RR cut 1, .

Losses: 1 P-47 cat 1, flak. 1 P-47 cat 1, unknown.

Tonnage: 22.32 Frags, 3 GP, 5 RDX, 108 rockets fired.

E/A : 1 Pass made by ME109 E 4000ft, E of SPINER, 1100hrs. No  
 contact. Around 1100 hrs, ME109s and FW190s over R5638, 15,000ft,  
 going NE. Several passes made by e/a in elements of 4. No damage  
 done. E/A disappeared to NW.

358th Group - (15 missions, 125/124 sorties)

110/109 On 14 air co-operation missions in support to VI & XV Corps, attacking  
 M/Ys R5777, R08882, R9441, R5930, R6777, R6773; Ferry sights R4650,  
 M/T concentrations, R0881, R1700, R0559, Strong points R2559, R0662,  
 Factories R6-41, also communications.

15/15 On escort.

Claims: Loco 0-1, RR cars 49-129m M/T 80-32, HDV 11-0, Guns 2-15,  
 Range finders 2-0, Blags 8-15, M/Y 7, M/cycles 1-0, RR cuts  
 2, Rd blocks 4.

Losses: 7 P-47s cat 1, flak. E/A: NIL

Tonnage: 33.25 GP, 10.27 Frags, 18 GP, 12 Napalm, 27 rockets fired.

27th Group - (12 missions, 95/95)

95/95 On 4 A/R missions in the KARLSRUHE, LORINGEN, BIELEFELD areas, att-  
 acking M/Ys S1053, Barges R0090, R9090, R5093, M/T convoys R0985,  
 also communications.

Claims: Loco 3-0, RR cars 10-32, M/T 9-7, Barges 4-4, Supply dump  
 0-1, Blags 1-1, RR cuts 3, Rd blocks 1, HDV 0-1.

Losses: 3 P-47s cat 1, flak. Tonnage: 10.38 Frags, 18 GP.

E/A : Sqd jumped by 3 ME 262s at 11,000 ft, R3292 at 1110 hrs.  
 1 ME262 damaged.

8th Group - (14 missions, 111/117 sorties)

80/79 On 10 A/R missions in the KARLSRUHE, GERMERSHEIM, WEILBRUNN, WEIDENBERG  
 area, attacking M/Ys R6 2, R3753, S0672, WEILBRUNN, Barges R4249,  
 R4454, air strip S0230, Rd bridge R4149, M/T concentration R 7077,  
 also communications.

24/24 On 3 air co-operation missions in support to the VI Corps, attacking  
 pontoons, R-554, Barges R5679.

12/12 On escort.

Claims: Locos 8-3, RR cars 102-62, M/T 18-14, Blags 15-6, Barges  
 3-16, HDV 7-2, Trailers 1-3, Pontoon sections 5-0, Radar  
 stations 0-1, Guns 0-4, Tractors 0-1, M/Y 4, .

Losses: 2 P-47s lost, flak, 1 pilot safe, 1 pilot MIA.

2 P-47s cat 2, flak. 2 P-47s cat 1, flak.

Tonnage: 37 IB, 18.75 Napalm, 2 GP.

E/A : 21 ME109s, 17,000ft going NE R7510, 1130 hrs, no contact.  
 1 ME262 going S, 10,000ft 1125 hrs, R5675, no contact.  
 P-47s & ME109s in combat over KARLSRUHE, 15,000ft, 1120 hrs  
 no contact.

CONFIDENTIAL

## CONFIDENTIAL

Prov Recce Group - (33 missions, 50/50 sorties)

32/32 On 16 V/R missions.

16/16 On 16 P/R missions.

2/2 On 1 artillery adjustment.

Claims and Losses: NIL

E/A: 1120 hrs, 1 ME262 going N 4,000ft, over MANNHEIM. No contact.

1200 hrs, 2 ME109s, 20,000ft, over MANNHEIM. Attempted to engage P/Rs but were avoided.

E/A by ground: 2 attacked by Jets in GUNSTADT area. AA claims 1 ME 262 destroyed. Numerous strafing by E/A on AUTOMATEN, KAISERSLAUTERN, RHINE.

FIRST FRENCH AIR CORPS1st Group - (3 missions, 35 sorties)

35 Spits on 3 sweeps LANDAU, SPYER, MANNHEIM, HEIDELBERG, STUTTGART.

Claims &amp; Losses: Nil.

Observations: 1040 hrs, 3 ME109, West at MANNHEIM. 1030hrs, 2 bogies, 5000ft, between STUTTGART &amp; HEIDELBERG.

3rd Group ( 5 missions, 61/58 sorties)

1/1 P-47 Weather Recce. OBER, LAUTERBURG areas.

60/57 P-47s on 5 A/Rs OFFENBERG, KARLSRUHE, HEIDELBERG, BRUNNEN, RASTATT areas, attacking RR to roads.

Claims: Locom 5-1, RR cars 59-5, M/T L-0, Bldgs 2-3, E/A on ground

L-0-0, M/Gun pos. L-0, Switch house L-0, Rail cuts 23, Road blocks 5.

Losses: 1 P-47 cat 3, flak, crash landing. 2 P-47s cat 1, flak. 30 tons.

Obs: R6834, Dump, R6726, Dump, active factory R6777, RR between FREIBURG &amp; BASEL damaged.

4th Group (10 missions, 101/100 sorties)

1/1 P-47 on weather Recce, GERM, BELFORT area, also in the MULHOUSE, COLMAR, STRASBOURG areas.

77/76 P-47s on 8 A/Rs over MANNHEIM, HEIDELBERG, WUPPERTAL, LEIPZIG, DALLINGEN, STUTTGART &amp; RASTATT areas, RR, dumps &amp; factories.

39 tons, Claims: Locom 1-0, RR cars 60-42, Bldgs 3-4, Dumps 1-0, Factory 1-1, Rail cuts 27. Losses: 3 P-47 cat 2 flak, 2 P-47 cat 1, flak.

E/A: 1315 hrs, 4 ME109s, 1245, 17000ft, 1330 hrs, 4 Jets HEIDELBERG, 2000ft. Observations: Fire R7683, Factory on fire R6835.

24/24 P-47s escorted M/B, SILVERMAN, KUDENSTADT, OFFENBERG area. Claims &amp; Losses: NIL

2/33 Recce Group - (7 missions, 14 sorties)

14/14 On 7 Visual Recce missions, MANNHEIM, SPYER, HEIDELBERG, PFORZHEIM, STUTTGART, RASTATT, BRUNNEN, KARLSRUHE, DALLINGEN, LEIPZIG.

Obs: RR traffic slightly increasing comparative to last day. 20 M/T moving BRUCHSAL, 10 M/T KUDENSTADT, FREIBURG, 90 trains, 16 locos, light traffic WIMMER, OFFENBERG.

WESTERN FRENCH AIR FORCE

6 A/C on RECCE, INFANTRY Sector.

2 A/C on 2 artillery adjustment missions.

25 A/C - Bombing missions, Infantry works, INFANTRY Sector, Target hit.

Claims and Losses: NIL

Bombage: 9.5 GP.

C C : F I D E I T I : L

RHINE railroad bridges at SPORTH (LINDENHUT) and LIEBHART both destroyed, at least one span of each in river. All RHINE bridges at MANNHEIM and SPEYER appear serviceable. Road bridge 1259575 now reported intact. Numerous ferries, pontoon sections, barges and small craft supplement these escape routes between LINDENHUT and LIEBHART. Almost no road or rail movement observed along LINDENHUT-SPORTH-RAILROAD-HEIDENBURG-MANNHEIM. Approximately 300 barges moving both ways and stationery on RHEINE river between LINDENHUT and HEIDENBURG.

Situation ground. Strong defense of six fixed positions WEST to BERTHLENN and in area LUS FORNABE MUST BE STRENGTHENED. Reestablish worker BEARLANN to FUGGELICH and completely disorganized west of latter point. Maximum remaining enemy capability to defend south flank temporarily, delay on north flank, to permit evacuation of remnants. No further indication of reinforcements to RTH. No east or south.

SOUTHERN RACES: No clouds, visibility 3-4 miles, fair and  
breeze.

NORTHERN F.S.S.: To until 1000 hours, else r to i d o r a d y.

7mm. long. Tapering: thick to early morning, distal thin.

with patches of fog in valleys until noon. Thick haze until afternoon, with visibility 3 miles. Less than 3/10 clouds.

Intense Heavy at WILSON, GLENDALE, MATHIAS, 15000, 10790,  
:4721.

Underst. Heavy at HEIDELBERG, KARLSRUHE, GERMANY, 14067,  
R5489, R5680, R5590..

Squad Heavy at SPYER, LUD IGSELMAN, BETHLINGER, BISHDEN, R. STATT,  
 JEN LARSEN, 80315, R7032, R4033, R4349, R5179, R5777, R5566, R5563,  
 R4670, R4951, R6070, R4704, R5001, 80315, JEN LARSEN, R2219, R6070

Intense Light at GRABER /Y, GRABER, FLID 7940, LITON, LITON  
UNO, STANBY, HENTLEY, R5271, R5568, R5659, R5379, R2660, R2560, R5C  
64, R5580, R5481, R6082, R5777, R6672, R6345, R6908, AL. 197.

Moderate light at DULCHENBERG, TARKENTINE, TINKLETON, R1769, R1759, R1554, R1588, R1164, R1354, R7223, R2060, R1255, R1576, R1668, R1970, R3959, R2960, R2135, R9060, R1947, R7990, R5473, R1662, R1717, R1345

Soft Light at STEYER, A0859, A4250, A4761, A6340, A4349, A5777, A5367, A8307, A0392, A7525, A6050, A4851, A4860, A494, A5418, A0371, A2368, A3353.

FUCHSI FLAK: \*515045, \*505042, KALAC, LAMCHUT, BACHAI, CUTHUR  
 A. STAFF, intense, occur to, heavy. STUB, LAM A. S, moderate, in-  
 acute, heavy. GENDER, CUTHUR, M457, moderate, occur to, heavy.  
 \*515045 intense, occur to, light.

Numerous strafing attacks were made by F-4's on NUTCRACK between KILSLAND and FIFE. 2 attacks were made against troops by jet a/c in area of GUL MDT. 4 a/c claims are 1 F-4 262 destroyed. 14 Jee's were sighted but only two contacts were made. 1 F-4 262 was damaged in one encounter. 1 F-4 109 and F-4 190's made several passes in elements of 4 at formation of F-4's over KILSLAND. No claimer losses resulted from encounter. The same formation of F-4's was over KILSLAND for several hours in morning and was very aggressive.

C O N F I D E N T I A L

Day 22 - (2045 sorties, 1336 Bombers 709 Fighters), 3069 tons.

254 Escort 15th A.F.

114/99 A/C ..LHO airfield, 186.7 G.P., Good to excellent.

113/109 A/C FALFURT/ALF 1167; airfield, 274.4 G.I., Good to excellent.

172/158 A/C MITAI GEN 172, airfield, 310.5 G.P., ca I.E., Good to  
excellent.

85/75 A/C GIBELI, DT 161, airfield, 175.1 G.I., Good to excellent.

83/82 A/C SOUTH HOLLAND airfield, 106.3 G.P., Good to excellent

0/8 a/c HURL UG 153, 19.2 G.T., Good to excellent.

13/13 A/C CLDT. ENG. R30. 1/Y, 21 G.I. Food to excellent.

68/67 A/C HANCO AtO, 6 trucks and comm., 102.2 G.R, 91.5 I.P., good to excellent.

75/73 A/C G. 1000 H., Turbines & comp., 101.6 F.F., 100 I.P., Good to excellent.

77/75 A/C WINTER 1961, baroness & group, 198.0.2, 14.1.1. ...  
Good to excellent.

77/74 A/C - ULTIM A41, barracks and camp, 119.9 G.P., 51.7 I.P.,  
Good to excellent.

39/36 A/C 9071.0 1.32, barlocks and cap, 158,6 7.2., 17.5 I.2.,  
Good to excellent.

113/111 A/c B.M. 19911111, barracks and camp, 178.9 G.W., 56.3 I.B.  
Good to excellent.

74/74 A/C DORSET A44, Brachio on camp, 109.1 W., 85.3 N.D.;  
Good to excellent.

117/116 I/C HOTMORT 53, 6 ranches and con.; 203.4 C.F., 50.5 I.B., G. 98 to excellent.

75/74 1.5.1. Good to excellent.  
 1.5.2. 1.5.3. 1.5.4. 1.5.5. 1.5.6. 1.5.7. 1.5.8. 1.5.9. 1.5.10. 1.5.11. 1.5.12. 1.5.13. 1.5.14. 1.5.15. 1.5.16. 1.5.17. 1.5.18. 1.5.19. 1.5.20. 1.5.21. 1.5.22. 1.5.23. 1.5.24. 1.5.25. 1.5.26. 1.5.27. 1.5.28. 1.5.29. 1.5.30. 1.5.31. 1.5.32. 1.5.33. 1.5.34. 1.5.35. 1.5.36. 1.5.37. 1.5.38. 1.5.39. 1.5.40. 1.5.41. 1.5.42. 1.5.43. 1.5.44. 1.5.45. 1.5.46. 1.5.47. 1.5.48. 1.5.49. 1.5.50. 1.5.51. 1.5.52. 1.5.53. 1.5.54. 1.5.55. 1.5.56. 1.5.57. 1.5.58. 1.5.59. 1.5.60. 1.5.61. 1.5.62. 1.5.63. 1.5.64. 1.5.65. 1.5.66. 1.5.67. 1.5.68. 1.5.69. 1.5.70. 1.5.71. 1.5.72. 1.5.73. 1.5.74. 1.5.75. 1.5.76. 1.5.77. 1.5.78. 1.5.79. 1.5.80. 1.5.81. 1.5.82. 1.5.83. 1.5.84. 1.5.85. 1.5.86. 1.5.87. 1.5.88. 1.5.89. 1.5.90. 1.5.91. 1.5.92. 1.5.93. 1.5.94. 1.5.95. 1.5.96. 1.5.97. 1.5.98. 1.5.99. 1.5.100. 1.5.101. 1.5.102. 1.5.103. 1.5.104. 1.5.105. 1.5.106. 1.5.107. 1.5.108. 1.5.109. 1.5.110. 1.5.111. 1.5.112. 1.5.113. 1.5.114. 1.5.115. 1.5.116. 1.5.117. 1.5.118. 1.5.119. 1.5.120. 1.5.121. 1.5.122. 1.5.123. 1.5.124. 1.5.125. 1.5.126. 1.5.127. 1.5.128. 1.5.129. 1.5.130. 1.5.131. 1.5.132. 1.5.133. 1.5.134. 1.5.135. 1.5.136. 1.5.137. 1.5.138. 1.5.139. 1.5.140. 1.5.141. 1.5.142. 1.5.143. 1.5.144. 1.5.145. 1.5.146. 1.5.147. 1.5.148. 1.5.149. 1.5.150. 1.5.151. 1.5.152. 1.5.153. 1.5.154. 1.5.155. 1.5.156. 1.5.157. 1.5.158. 1.5.159. 1.5.160. 1.5.161. 1.5.162. 1.5.163. 1.5.164. 1.5.165. 1.5.166. 1.5.167. 1.5.168. 1.5.169. 1.5.170. 1.5.171. 1.5.172. 1.5.173. 1.5.174. 1.5.175. 1.5.176. 1.5.177. 1.5.178. 1.5.179. 1.5.180. 1.5.181. 1.5.182. 1.5.183. 1.5.184. 1.5.185. 1.5.186. 1.5.187. 1.5.188. 1.5.189. 1.5.190. 1.5.191. 1.5.192. 1.5.193. 1.5.194. 1.5.195. 1.5.196. 1.5.197. 1.5.198. 1.5.199. 1.5.200. 1.5.201. 1.5.202. 1.5.203. 1.5.204. 1.5.205. 1.5.206. 1.5.207. 1.5.208. 1.5.209. 1.5.210. 1.5.211. 1.5.212. 1.5.213. 1.5.214. 1.5.215. 1.5.216. 1.5.217. 1.5.218. 1.5.219. 1.5.220. 1.5.221. 1.5.222. 1.5.223. 1.5.224. 1.5.225. 1.5.226. 1.5.227. 1.5.228. 1.5.229. 1.5.230. 1.5.231. 1.5.232. 1.5.233. 1.5.234. 1.5.235. 1.5.236. 1.5.237. 1.5.238. 1.5.239. 1.5.240. 1.5.241. 1.5.242. 1.5.243. 1.5.244. 1.5.245. 1.5.246. 1.5.247. 1.5.248. 1.5.249. 1.5.250. 1.5.251. 1.5.252. 1.5.253. 1.5.254. 1.5.255. 1.5.256. 1.5.257. 1.5.258. 1.5.259. 1.5.260. 1.5.261. 1.5.262. 1.5.263. 1.5.264. 1.5.265. 1.5.266. 1.5.267. 1.5.268. 1.5.269. 1.5.270. 1.5.271. 1.5.272. 1.5.273. 1.5.274. 1.5.275. 1.5.276. 1.5.277. 1.5.278. 1.5.279. 1.5.280. 1.5.281. 1.5.282. 1.5.283. 1.5.284. 1.5.285. 1.5.286. 1.5.287. 1.5.288. 1.5.289. 1.5.290. 1.5.291. 1.5.292. 1.5.293. 1.5.294. 1.5.295. 1.5.296. 1.5.297. 1.5.298. 1.5.299. 1.5.300. 1.5.301. 1.5.302. 1.5.303. 1.5.304. 1.5.305. 1.5.306. 1.5.307. 1.5.308. 1.5.309. 1.5.310. 1.5.311. 1.5.312. 1.5.313. 1.5.314. 1.5.315. 1.5.316. 1.5.317. 1.5.318. 1.5.319. 1.5.320. 1.5.321. 1.5.322. 1.5.323. 1.5.324. 1.5.325. 1.5.326. 1.5.327. 1.5.328. 1.5.329. 1.5.330. 1.5.331. 1.5.332. 1.5.333. 1.5.334. 1.5.335. 1.5.336. 1.5.337. 1.5.338. 1.5.339. 1.5.340. 1.5.341. 1.5.342. 1.5.343. 1.5.344. 1.5.345. 1.5.346. 1.5.347. 1.5.348. 1.5.349. 1.5.350. 1.5.351. 1.5.352. 1.5.353. 1.5.354. 1.5.355. 1.5.356. 1.5.357. 1.5.358. 1.5.359. 1.5.360. 1.5.361. 1.5.362. 1.5.363. 1.5.364. 1.5.365. 1.5.366. 1.5.367. 1.5.368. 1.5.369. 1.5.370. 1.5.371. 1.5.372. 1.5.373. 1.5.374. 1.5.375. 1.5.376. 1.5.377. 1.5.378. 1.5.379. 1.5.380. 1.5.381. 1.5.382. 1.5.383. 1.5.384. 1.5.385. 1.5.386. 1.5.387. 1.5.388. 1.5.389. 1.5.390. 1.5.391. 1.5.392. 1.5.393. 1.5.394. 1.5.395. 1.5.396. 1.5.397. 1.5.398. 1.5.399. 1.5.400. 1.5.401. 1.5.402. 1.5.403. 1.5.404. 1.5.405. 1.5.406. 1.5.407. 1.5.408. 1.5.409. 1.5.410. 1.5.411. 1.5.412. 1.5.413. 1.5.414. 1.5.415. 1.5.416. 1.5.417. 1.5.418. 1.5.419. 1.5.420. 1.5.421. 1.5.422. 1.5.423. 1.5.424. 1.5.425. 1.5.426. 1.5.427. 1.5.428. 1.5.429. 1.5.430. 1.5.431. 1.5.432. 1.5.433. 1.5.434. 1.5.435. 1.5.436. 1.5.437. 1.5.438. 1.5.439. 1.5.440. 1.5.441. 1.5.442. 1.5.443. 1.5.444. 1.5.445. 1.5.446. 1.5.447. 1.5.448. 1.5.449. 1.5.450. 1.5.451. 1.5.452. 1.5.453. 1.5.454. 1.5.455. 1.5.456. 1.5.457. 1.5.458. 1.5.459. 1.5.460. 1.5.461. 1.5.462. 1.5.463. 1.5.464. 1.5.465. 1.5

39/39 1.1. Good to excellent.

3/4: in air 14-1-4 by 11 liters.

on round 13-2-8 by filters.

Losses: 4 members unknown

1. Number 1, Y. 4.

1 Filter N.Y.C.

3 Pi letters unknc. n.

R.F.

Flight 21/22 - (52 sorties).

143/136 A/C BRU CHETEDT J19, benzol plant 621.8 tons, Good.

151/143 a/c HAWTHORNE S55, oil refinery, 671.4 tons, Good.

106/100 A/C DEN-F 275 city, 124.1 tons, Good.

36/34 A/C BEALIN 275 city, 42 tons, Good.

3/2 - A/C BAKER - 75 city, .7 tons, I.R.C.

83/80 :/C counter measures.

7/5 a/c : inelap.

Claims: 1-11

Losses: 7 A/C unknown

Day 22 - (711 sorties).

100/98 A/C DOCTIL 426 town, 176.5 IE, 305.6 I.E., 700.

124/110 A/C DC (STN) ALL, 352.7 Hz, Good.

130/122 A/C DUL 165, 272.6 ME, 119.4 I.F., Good.

255/220 A/C HINDENBERG C59, 431.9 IN, 614.3 I.P., Good.

20/17 A/C: ILL-URG 105, bridge, 113.4 tons, Good.

82/74 A/C 2012-175, 201 CF bridge 452.7 tons, good.

Losses: 4 A/C unknown

Circles: 11

- 6 -

C O N F I D E N T I A L

C O N F I D E N T I A L

54 a/c BLIND 275  
5 a/c BLIND 274  
6 a/c CC 117  
29 a/c incl wing.

File # 11/22 - (100 certics). 48 Bond rs, 60 File # rs.

42 Poscutoff 11/11-12 E77, CUBAN 11-157 mod, 110 X 500  
on 1/1, trains, 1 bar at end town.  
43 11/3 Interception patrol.  
17 11/3 None.  
Cl 1's: 11/1 1-1-0, 1/2 3-7, time 1 2-6, 1 1 2-1.  
Poscuf: 11/3 unknown.

7:22 - (523 calls).

[illegible]

Flight 21/22 - (40 sorties), 11 Bombers, 37 Mi Gt rs.

7/76 1/C HUGHES 150 F75, 104 Janet on, 9 INS, 120000,  
100000 120 F75 1/1's, 5 ons, 1.2.C.  
4/3 1/C 120000: 150 F75, 2 tons, 1.2.C.  
10 1/C intruder patrols.  
13 1/C interception patrols.  
6 1/C 1/1's and 1/2's. 120000 150, 120000 1/1 1/1.  
11 1/C 1/2's.  
12 1/1's: 1/1 1-7  
13 1/1's: 1/1

9th Mach Div.

Box 22 - (3023 serials), 141 20 items, 2175 12 items.

69/37 ..../C FLEETWORK 147, communication center, 61.21 tons, Excellent.  
72/40 ..../C FLEETWORK 137, communication center, 56.75 tons, Fair-good.  
04/11 ..../C FLEETWORK 147, communication center, 26.62 tons, Good.  
108/31 ..../C FLEETWORK 140, communication center, 15.35 tons, Fair.  
0/3 Fleet positions, 6.24 tons, F.R.C.  
05/122 ..../C FLEETWORK 130, communication center, 187.64 tons, Good.  
0/6 ..../C BOWLING 126 tons, 12.75 tons, Fair.  
0/0 ..../C BOWLING 126 tons, 12.75 tons, Fair.  
0/5 ..../C BOWLING 126, 6.5 tons, Excellent.  
82/37 ..../C BOWLING 126, communication center, 39.6 tons, Fair.  
0/9 ..../C BOWLING 126, fleet position, 10.15 tons, Excellent.

C O N F I D E N T I N L

79/77 A/C WULFEN A54, communication center, 89.75 tons, Good to Excellent.  
 0/6 A/C DOMINION A44, town, 10.5 tons, Excellent.  
 105/49 A/C HAITHER A55, communication center, 85.99 tons, Fair.  
 0/11 A/C HAITHER A55, flk positions, 25.56 tons, Excellent.  
 67/63 A/C KENNY A48, communication center, 80.55 tons, Good to Excellent.  
 174/132 A/C CORFIELD A57, communication center, 243.93 tons, Good to Excellent.  
 3/3 A/C HARTLEY A07, communication center, 4.0 tons, Good.  
 0/117 A/C Fort of Opportunity, 183.50 tons, F.A.C.  
 Claims: Nil  
 Losses: 2 A/C flk.

713/706 A/C. AKA. DC WF, CILG. G25, HIRCO F50, 6 st or 21. GLE  
F61, cooperation with 1st & 9th Inf. Divisions, Alerts.  
76/74 A/C. AKA...

Totals: 78.2 T.L., 30.9 H.F., 43.4 I.B., 311.0 A.L.  
 takers, 11.0 Rickets.  
 Claws: 1/1 on round 0-0-1, HW 205-229, HW 35-45,  
 Locos 9-7, Elders 760-501, Elders 100-43, R.  
 cut 42, Hildys cuts 9, HW 1-0.  
 Leses: 1 A/C fluk.

666/661 A/C in cooperation with 12th & 20th Corps, an interdiction in GULF 120, LI 3043129, and a fighter in GULF 1187 & GULF 112 A/C 1000, D/T bridge GULF 1191, oil storage GULF 1190, 1177.

Trucks: 34.5 T.P., 43.5 T. S.  
 Claims: 2/4 in air 8-9-0, 1/T 137-73, HW 3-1, Locos  
 115-18, Rn cuts 635-532, Bridges 3-7, Gun posit  
 ions 8-10, Rld s 35-35, Rn cuts 55, Hl m : cuts  
 6, HW 40-6.  
 Locos: 2 A/C ( 1 Fl.A, 1 unknown).

FB7538 1/C 1/A 1/DL 1/01 1/74, 1/20 1/24, 1/25 1/26 1/27, 1/28, 1/29, 1/30, 1/31, 1/32, 1/33, 1/34, 1/35, 1/36, 1/37, 1/38, 1/39, 1/40, 1/41, 1/42, 1/43, 1/44, 1/45, 1/46, 1/47, 1/48, 1/49, 1/50, 1/51, 1/52, 1/53, 1/54, 1/55, 1/56, 1/57, 1/58, 1/59, 1/60, 1/61, 1/62, 1/63, 1/64, 1/65, 1/66, 1/67, 1/68, 1/69, 1/70, 1/71, 1/72, 1/73, 1/74, 1/75, 1/76, 1/77, 1/78, 1/79, 1/80, 1/81, 1/82, 1/83, 1/84, 1/85, 1/86, 1/87, 1/88, 1/89, 1/90, 1/91, 1/92, 1/93, 1/94, 1/95, 1/96, 1/97, 1/98, 1/99, 1/100, 1/101, 1/102, 1/103, 1/104, 1/105, 1/106, 1/107, 1/108, 1/109, 1/110, 1/111, 1/112, 1/113, 1/114, 1/115, 1/116, 1/117, 1/118, 1/119, 1/120, 1/121, 1/122, 1/123, 1/124, 1/125, 1/126, 1/127, 1/128, 1/129, 1/130, 1/131, 1/132, 1/133, 1/134, 1/135, 1/136, 1/137, 1/138, 1/139, 1/140, 1/141, 1/142, 1/143, 1/144, 1/145, 1/146, 1/147, 1/148, 1/149, 1/150, 1/151, 1/152, 1/153, 1/154, 1/155, 1/156, 1/157, 1/158, 1/159, 1/160, 1/161, 1/162, 1/163, 1/164, 1/165, 1/166, 1/167, 1/168, 1/169, 1/170, 1/171, 1/172, 1/173, 1/174, 1/175, 1/176, 1/177, 1/178, 1/179, 1/180, 1/181, 1/182, 1/183, 1/184, 1/185, 1/186, 1/187, 1/188, 1/189, 1/190, 1/191, 1/192, 1/193, 1/194, 1/195, 1/196, 1/197, 1/198, 1/199, 1/200, 1/201, 1/202, 1/203, 1/204, 1/205, 1/206, 1/207, 1/208, 1/209, 1/210, 1/211, 1/212, 1/213, 1/214, 1/215, 1/216, 1/217, 1/218, 1/219, 1/220, 1/221, 1/222, 1/223, 1/224, 1/225, 1/226, 1/227, 1/228, 1/229, 1/230, 1/231, 1/232, 1/233, 1/234, 1/235, 1/236, 1/237, 1/238, 1/239, 1/240, 1/241, 1/242, 1/243, 1/244, 1/245, 1/246, 1/247, 1/248, 1/249, 1/250, 1/251, 1/252, 1/253, 1/254, 1/255, 1/256, 1/257, 1/258, 1/259, 1/260, 1/261, 1/262, 1/263, 1/264, 1/265, 1/266, 1/267, 1/268, 1/269, 1/270, 1/271, 1/272, 1/273, 1/274, 1/275, 1/276, 1/277, 1/278, 1/279, 1/280, 1/281, 1/282, 1/283, 1/284, 1/285, 1/286, 1/287, 1/288, 1/289, 1/290, 1/291, 1/292, 1/293, 1/294, 1/295, 1/296, 1/297, 1/298, 1/299, 1/300, 1/301, 1/302, 1/303, 1/304, 1/305, 1/306, 1/307, 1/308, 1/309, 1/310, 1/311, 1/312, 1/313, 1/314, 1/315, 1/316, 1/317, 1/318, 1/319, 1/320, 1/321, 1/322, 1/323, 1/324, 1/325, 1/326, 1/327, 1/328, 1/329, 1/330, 1/331, 1/332, 1/333, 1/334, 1/335, 1/336, 1/337, 1/338, 1/339, 1/340, 1/341, 1/342, 1/343, 1/344, 1/345, 1/346, 1/347, 1/348, 1/349, 1/350, 1/351, 1/352, 1/353, 1/354, 1/355, 1/356, 1/357, 1/358, 1/359, 1/360, 1/361, 1/362, 1/363, 1/364, 1/365, 1/366, 1/367, 1/368, 1/369, 1/370, 1/371, 1/372, 1/373, 1/374, 1/375, 1/376, 1/377, 1/378, 1/379, 1/380, 1/381, 1/382, 1/383, 1/384, 1/385, 1/386, 1/387, 1/388, 1/389, 1/390, 1/391, 1/392, 1/393, 1/394, 1/395, 1/396, 1/397, 1/398, 1/399, 1/400, 1/401, 1/402, 1/403, 1/404, 1/405, 1/406, 1/407, 1/408, 1/409, 1/410, 1/411, 1/412, 1/413, 1/414, 1/415, 1/416, 1/417, 1/418, 1/419, 1/420, 1/421, 1/422, 1/423, 1/424, 1/425, 1/426, 1/427, 1/428, 1/429, 1/430, 1/431, 1/432, 1/433, 1/434, 1/435, 1/436, 1/437, 1/438, 1/439, 1/440, 1/441, 1/442, 1/443, 1/444, 1/445, 1/446, 1/447, 1/448, 1/449, 1/450, 1/451, 1/452, 1/453, 1/454, 1/455, 1/456, 1/457, 1/458, 1/459, 1/460, 1/461, 1/462, 1/463, 1/464, 1/465, 1/466, 1/467, 1/468, 1/469, 1/470, 1/471, 1/472, 1/473, 1/474, 1/475, 1/476, 1/477, 1/478, 1/479, 1/480, 1/481, 1/482, 1/483, 1/484, 1/485, 1/486, 1/487, 1/488, 1/489, 1/490, 1/491, 1/492, 1/493, 1/494, 1/495, 1/496, 1/497, 1/498, 1/499, 1/500, 1/501, 1/502, 1/503, 1/504, 1/505, 1/506, 1/507, 1/508, 1/509, 1/510, 1/511, 1/512, 1/513, 1/514, 1/515, 1/516, 1/517, 1/518, 1/519, 1/520, 1/521, 1/522, 1/523, 1/524, 1/525, 1/526, 1/527, 1/528, 1/529, 1/530, 1/531, 1/532, 1/533, 1/534, 1/535, 1/536, 1/537, 1/538, 1/539, 1/540, 1/541, 1/542, 1/543, 1/544, 1/545, 1/546, 1/547, 1/548, 1/549, 1/550, 1/551, 1/552, 1/553, 1/554, 1/555, 1/556, 1/557, 1/558, 1/559, 1/560, 1/561, 1/562, 1/563, 1/564, 1/565, 1/566, 1/567, 1/568, 1/569, 1/570, 1/571, 1/572, 1/573, 1/574, 1/575, 1/576, 1/577, 1/578, 1/579, 1/580, 1/581, 1/582, 1/583, 1/584, 1/585, 1/586, 1/587, 1/588, 1/589, 1/590, 1/591, 1/592, 1/593, 1/594, 1/595, 1/596, 1/597, 1/598, 1/599, 1/600, 1/601, 1/602, 1/603, 1/604, 1/605, 1/606, 1/607, 1/608, 1/609, 1/610, 1/611, 1/612, 1/613, 1/614, 1/6

Clips: 1 1/2 round 61-7-43, 1/7 66-67, 1/7V 1-1, 1/60s  
26-28, 1/4 cuts 131-645, 1/40 positive 26-13,  
Tunnels 4-4, 1/4 s 51-37, 1/4 cuts 27, 1/4 1/4  
cuts 5, 1/4 7-1.



## CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2

APO

374

COSUM NUMBER 79

Period 192000 to 202000

THIS PAGE IS UNCLASSIFIED

| MISSIONS          |        |        |       |        | CLAIMS             |          |              |
|-------------------|--------|--------|-------|--------|--------------------|----------|--------------|
| XII TAC           | 42W    | 42W    | 42W   | Tot    | 42W and W.P.A.F. : |          |              |
| 120               | 5      | 33     | 15    | 160    | NIL                |          |              |
| XII TAC           | 42W    | 42W    | 42W   | Tot    | XII TAC            | FR TAC   | Total        |
| Ftrs              | 70     | 94     | 2     | 166    | Locos              | 0-7      | 17-21        |
| F/E               | 499    | 225    |       | 725    | RR cars            | 35-39    | 84-145       |
| M/R               | 15     |        |       | 15     | M/T                | 1000-969 | 25-4         |
| M/L               |        | 120    | 10    | 130    | Rd blocks*         | 17       | 2            |
| Tac/L             |        |        |       |        | Rail cuts*         | 3        | 42           |
| P/R               | 62     | 12     | 13    | 87     | Barges             | 3-3      | 1-7          |
| M/R               | 1      | 1      |       | 2      | Bl'dgs             | 99-111   | 19-2         |
| Arty. adj.        |        |        | 2     | 2      | Dumps*             | 1-0      | 1-1          |
| Leaflet -         |        |        |       |        | M/cycles           | 3-0      | 1-0          |
| Drop              | 8      |        |       | 8      | Guns               | 5-20     | 0-3          |
| Totals:           | 655    | 120    | 333   | 1135   | Staff cars         | 6-0      |              |
| TORRAGE:          |        |        |       |        | RR cuts*           | 4        |              |
| GP                | 62.25  | 105.5  | 2     | 169.75 | M/Ys*              | 2        |              |
| ID                | 42.25  |        |       | 42.25  | Piers              | 0-1      |              |
| RDX               | 18.25  |        |       | 18.25  | Bicycles           | 1-0      |              |
| Frogs             | 101.44 |        |       | 101.44 | Repair shops*      |          | 1-0          |
| WT                | 2.     |        |       | 2.     | Shed               |          | 1-0          |
| Reclaim           | 41.2   |        |       | 41.2   | Trailers           | 3-1      | 1-0          |
| Dex.              |        | 107.75 |       | 107.75 | HCV                |          | 1-0          |
| Totals:           | 257.39 | 107.75 | 105.5 | 462.34 | Light flak-        |          |              |
| 57 rockets fired. |        |        |       |        | battery *          |          | 1 (silenced) |
|                   |        |        |       |        | Barracks*          |          | 1-2          |
|                   |        |        |       |        | Personnel killed   |          | 21           |

## LOCATIONS

\*Dump - R1270, R4342, R1893, \*Repair Shop - MUELCHER. \* Flak battery- R5342, 3 at R552622. \*Barracks - R492383. \*Road blocks - R630493, R1893, R4396, R3195, R4095, R2294, R3095, R478, R9477, R1557, R0885, R0886, R1153, 2 at R9422, R5331. \*Rail cuts- MUELCHER, 1 at R7744, 3 at MUELCHER, 4 at R6777, 1 at MUELCHER, 2 each R6617, R7319, R6669, 1 each at R6120, R4979, 5 at R6864, 4 at R6465, 3 at R1893, 7 at OFFICER, \*Rd cuts-R2734, \*M/Y - R3010. \*M/T concentrations- from R1793, R3195, & R173932 to R2692.

## LOSSES

|            | Lost | Damaged | Missing |
|------------|------|---------|---------|
| XII TAC:   | 4    | 17      | 0       |
| FR TAC :   | 0    | 9       | 1       |
| 42W :      | 1    | 20      | 1       |
| W.P.A.F. : | 0    | 5       | 0       |
| Totals:    | 5    | 51      | 2       |

XII TAC: 2 P-47s cat 2 flak. 1 P-47 cat 1, flak.  
 1 P-47 " 2 rocket blast 1 P-47 lost, engine failure on take  
 5 P-47s " 1, flak off, pilot KIA.  
 2 P-47s " 2, flak. 1 P-47 lost, bomb blast, pilot KIA  
 2 P-47s " 1, flak. 1 P-47 " take off accident, " OK.  
 4 P-47s " 1, flak, 1 P-47 " flak, pilot KIA.



C O N F I D E N T I A L

42nd BOMB WING- 1 B-26 missing, hit by flak.  
1 B-26 lost, crash landed at base, due flak.  
18 B-26's Cnt. 1 Flak.  
2 B-26's Cnt. 2 Flak.

FRENCH- 1 Spitfire missing.  
1 Spitfire Cnt. 1 Flak.  
1 Spitfire, damaged Cnt. 3 Flak.  
3 P-47's damaged Cnt. 1 Flak.  
2 P-47's damaged Cnt. 2 Flak.  
1 P-47 damaged Cnt. 1 Flak.

WESTERN FRENCH AIR FORCES- 5 A/C damaged Cnt. 1 Flak.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

42nd BOMB WING - ( 6 missions, 120/55 sorties) 107.75 total tons. e.  
 17th Group - ( 3 missions 60/1). 60 bombs dropped.

20/0 B-26's to establish road and rail block at HANAU. NR329961. Formation reached I.L. V2494 1050 hours, mission cancelled by WFO. All bombs returned to base.

UT 0901 T.O.T. 1050 DOWN 1200

Losses: Nil.

Flak: Nil.

E/A: Nil.

Observation: Nil.

20/0 B-26's to establish road and rail blocks at HANAU. NR177933. Formation over target, mission cancelled by WFO. No bombs dropped. All bombs returned to base.

Flak: Nil.

UT 0857 T.O.T. 1000 DOWN 1130

Losses: Nil.

Flak: Scant heavy inaccurate HANAU area.

E/A: Nil.

Observation: 1 Jet A/C flying north east 20,000 feet in LANAU area 1015 hours.

20/1 B-26's road and rail block north west of HANAU. NR 073068, 2 tons demo. in vicinity of target. Results poor. Remaining 17 A/C returned to base because of equipment malfunction in lead A/C.

UT 1510 T.O.T. 1620 DOWN 1600

Losses: Nil.

Flak: Nil.

E/A: Nil.

Observation: Nil.

320th Group - ( 3 missions, 60/54 sorties) 105.75 total tons.

21/13 B-26's to establish road and rail block at I. HANAU. NR 231865. Dropped 35.50 tons demo. F.A.O. due weather.

Losses: 1 B-26 missing. Hit by flak west of HANAU. 1045 hours, bombs salvaged, last seen side area. 8 B-26's Cat. I, flak.

Flak: Scant heavy accurate, HANAU area. Through cloud cover.

E/A: Nil.

Observation: 4 unidentified south east A/C with black markings observed west of target flying west at 9,000 feet, 1113 hours.

19/18 B-26's to establish road and rail block at ALBENSMILER. NR207689. Dropped 35 tons demo. Good.

UT 0955 T.O.T. 1127 DOWN 1397

Losses: 1 B-26 lost. Crash landed at base due flak.

10 B-26's Cat. I flak, 2 B-26's Cat. II flak.

Flak: Moderate heavy accurate from HANAU area.

E/A: Nil.

Observation: Nil.

20/18 B-26's to establish road and rail block north west of HANAU. NR073068. Dropped 35.25 tons demo. F.A.O. due weather.

UT 0955 T.O.T. 1113 DOWN 1224

Losses: Nil.

Flak: Nil.

E/A: Nil.

Observation: Nil.

31st Group and 34th Group stood down due to operational reasons.

CONFIDENTIAL

## CONFIDENTIAL

## XII TAC:

## 415th Night Fighter Sq. - Night 19/20 - (15 missions, 15/15 sorties)

15/15 Beaufighters on 15 intruder missions & 2 patrols. Area covered: GERMERSHEIM, LUDWIGSHAFEN, MAINHEIM, KARLSRUHE, SPEYER, LANDAU, MESSLIG, E-STATT BADEN BADEN.  
Claims: Locomotives 0-1, RR cars 0-20, M/T 16-20, Buildings 7-11, Bridges 0-2, Dumps 2-0.  
Losses: 1 Beaufighter, due to flak.

## 50th Group - (15 missions, 154/154 sorties)

8/8 P-47s on 1 leaflet drop mission as briefed - successful.  
27/27 P-47s on 2 escort missions. 1 mission called off and sent on A/R, attacking ammo dump R1270, gun R3453 and communications.  
75/75 P-47s on 7 air co-operation and A/R missions for XV Corps in FRANKENSTEIN, BAD DURENHEIM, ZIMMERBACH, GERMERSHEIM areas, attacking towns ZIMMERBACH Q7573, R3566, M/T concentration R1793 to 3195, R2896, R1793 to R2892, R2486, strong points Q7473, Q7573.  
44/44 P-47s on 5 A/R missions in LANDAU, NEUSTADT, FRANKENSTEIN, BAD DURENHEIM, ZIMMERBACH areas, attacking towns R3095, MAXIMILIAN R4096, troop concentration, supply dumps R3570, M/T concentration also communications.  
Claims: M/T 412-426, HDV 74-0, Tanks 7-1, Staff cars 4-0, trailers 1-0, AFV 2-0, M/cycles 3-0, Guns 5-1, Bldgs 58-0, Ammo dumps 1-0, Rail cuts 3, Road blocks 4.  
Losses: 2 P-47s cat 2, flak.  
1 P-47 cat 2, rocket blast.  
5 P-47s cat 2, flak.  
Tonnage: 5 RDX, 2 TNT, 11.75 lb, 11.96 frags, 18.7 Napalm, 41 rockets.  
E/A : NIL

## 324th Group - 14 missions, 110/108 sorties

12/10 P-47s Escort.  
97/97 P-47s on 12 air co-operation and A/R missions for VI Corps in LANDAU, NEUSTADT, LUDWIGSHAFEN, KARLSRUHE areas, attacking M/Y at R 4763, pillboxes at BERGHEIM R2005.3, R1957, R0756, M/T concentration R 2347, Q9476, also communications.  
1/1 P-47 on 1 Weather Recce.  
Claims: M/T 13-40, HDV 0-6, Bldgs 2-0, Rd blocks 7, .  
Losses: 1 P-47, engine failure on take off, Pilot KIA.  
Tonnage: 40.56 frags, 5.5 RDX, 16.25 GP.  
E/A : NIL

## 353th Group - 15 missions, 146/146 sorties

37/37 P-47s on 4 A/R missions in LANDAU, NEUSTADT, LAMBRECHT, FRANKENSTEIN, are attacking towns BUCHHEIM, FRANKENSTEIN, M/T concentrations, R2295, R1994, FRANKENSTEIN R2353, R2266, also communications.  
97/97 P-47s on 10 air co-operation and A/R missions for XV Corps in FRANKENSTEIN, NEUSTADT, LUDWIGSHAFEN, areas, attacking M/T concentration RABERG R2074, R2395 to R3096, R2696, R2596, R2495, R3095, LAMBRECHT, BAD DURENHEIM, R2174, R2089, towns R2980, WEIBELER R3078, NEUSTADT, BAD DURENHEIM, piers at R4096 also communications.  
Claims: M/T 457-453, AFV 3-11, Bldgs 25-18, HDV 31-7, Staff cars 2-0, Guns 0-19, Locomotives 0-1, Trolley cars 0-1, Piers 0-1, Bicycles 1-0, Rd blocks 3, RR cuts 1, .  
Losses: 2 P-47s cat 2, flak.  
2 P-47s cat 1, flak.  
Tonnage: 42.64 frags, 11.53 GP, 22.5 Napalm, .6 WP, 16 Rockets.  
E/A : NIL

## 27th Group - 9 missions, 77/77 sorties

23/23 P-47s on 2 escort missions.  
16/16 P-47s on 2 air cooperation mission, 21st Corps, attacking towns R29 97, HILBURG, troop concentration R4536, also communications.  
38/38 P-47s on 5 A/R missions, KARLSRUHE, NEUSTADT, PRINZESS, HILBURG area, attacking M/Y R4523, R6148, R5010, Tunnel R9422, M/T concentration, PRINZESS, LANDAU road, also communications.  
Claims: Locomotives 0-1, RR cars 0-3, M/T 38-77, HDV 16-14, AFV 1-4, Bldgs 1-0, Rd blocks 2, M/Y 1.

## CONFIDENTIAL

Tonnage: 7.75 BDX, 4 GP, 4.94 Frags. E/A: NIL  
 Losses: 4 P-47s cat 1, flak.  
 1 P-47, due to flak, pilot KIA.

56th Group - 13 missions, 103/102 sorties (8/8 P-47s on 1 Escort mission)  
 24/24 P-47s on 3 A/R missions in PIRMASINS, REUSCHT, MANNHEIM, KAISERS-  
 LAUTER, LANDAU areas., attacking barges R5479, M/T and tank  
 concentration R0790, R3260, also communications.  
 28/26 P-47s on 3 air co-operation missions for VI Corps attacking M/T  
 concentrations R1464 to R1566 and Q5076, pillboxes in woods Q0956,  
 town of BASSEL Q5874 also communications.  
 45/44 P-47s on 6 air co-operation and A/R missions for VI Corps in  
 GERMERSHEIM, LANDAU, PIRMASINS, KAISERSLAUTER, PFORZHEIM, REUSCHT,  
 KARLSRUHE area attacking pillboxes R074574, M/Y HEIDELBERG, strong  
 point DUELLBURG also communications.  
 Claims: Locomotives 0-5, RR cars 35-36, M/T 75-53, HDV 7-25, AFV 1-0,  
 Trailers 2-1, Barges 0-3, Bldg 15-0, M/Y 1, RR cuts 3,  
 Rd blocks 1.  
 Losses: 1 P-47 lost, bomb blast, pilot KIA.  
 1 P-47 lost, take off accident, pilot safe.  
 1 P-47 cat 1, flak.  
 Tonnage: 245 LB, 30.5 GP, 1.04 Frags.  
 E/A : 2 FW190s, light blue, dived out of clouds through formation  
 Q5075, no damage, returned to clouds and lost.

Prov Recce Group - 36 missions, 62/62 sorties  
 50/50 a/c on 25 V/R missions, all successful.  
 12/12 a/c on 11 P/R missions, 4 successful.  
 Claims: NIL  
 Losses: NIL  
 E/A : NIL

FIRST FRENCH LIA FORCE

1st Group - (8 missions, 94/93 sorties)  
 94/93 on 8 Fighter Sweep missions in the KARLSRUHE, STUTTGART, HEIDELBERG,  
 MANNHEIM, LANDAU areas.  
 Claims: Locomotives 0-1, M/T 3-2  
 Losses: 1 Spit missing.  
 1 Spit damaged, cat 1, flak.  
 1 Spit damaged, cat 3, flak.  
 E/A : 1 FW190 at LANDAU, 12,000 ft seemed to attack & climbed  
 into clouds. Appeared again S of MANNHEIM and climbed into  
 clouds again.

3rd Group - 10 missions, 100/93 sorties  
 1/1 P-47 on E/A.  
 16/16 P-47 on 2 D/B missions.  
 83/81 P-47 on 7 A/R missions.  
 Claims: RR cars 67-0, Locomotives 11-14, M/T 21-0, Barges 1-7, Bldgs 12-2,  
 Dump 1-0, Repair shop 1-0, Shed 1-0, Trailer 1-0, 20 men  
 killed, 2 rail cuts 10, Rd block 1.  
 Losses: 3 P-47s damaged cat 1, flak.  
 2 P-47s damaged, cat 2, flak.  
 Tonnage: 136X500 GP, 46.5 tons.  
 E/A : Between 1645 & 1720 hrs 20 FW190s at R7376, attacked for-  
 mation which dropped belly tanks & bombs & pursued e/a.  
 E/A disappeared in clouds and seen again at 1720 at  
 SCHMIDT, E/A fired at 1.5 mile range & disappeared into  
 clouds.

C O N F I D E N T I A L

4th Group French- ( 11 missions, 127/126 sorties).

127/126 F-47's on 11 A/A missions.

Claims: 34 cars 17-145, Locos 6-6, Bldgs 7-0, H/T 2-12, TDV 1-0, Motorcycles 1-0, 1 man killed, Box Camp 0-1, Light fl. battery 1 silenced, Barracks 1-2, Gun Batterys 0-3, Rail cuts 32, Road Block 1.

Losses: 1 F-47 damaged Cat. 1 Flak.

1 F-47 damaged Cat. 2 Flak.

Tonnage: 230 X 500 G.I. ( 59 tons).

2/33 TAC/R- ( 4 missions, 12/12 sorties).

12/12 F-51's on 4 visual and photo recon missions in ELLENBURG, KILBOMME, HILDELSBURG, FLEISSENSTADT, TUNICHEL, LORECH, areas.

Claims: Nil.

Losses: Nil.

WESTERN FRENCH AIR FORCE- ( 15 missions, 27 sorties) 2 tons G.I.

2 A/C on 2 artillery adjustment missions.

7 A/C on 7 Recon. missions.

3 A/C on 3 Coastal command missions.

3 A/C on Recon. mission in LORECH and ST. N. LAIRE area.

2 A/C One strafing mission in ROYAL Sector.

10 A/C Bombing mission-PUYRAVEAU airfield, 2 tons G.I., target hit.

Claims: Nil.

Losses: 5 A/C damaged Cat. 1 Flak.

GAF ACTIVITY

Estimated 100 to 125 single engine day fighter sorties SAAR/RHINE/ Moselle Triangle, mainly on defensive patrol in support of German withdrawal. Some details: 33 2 airbone at following time: From 0900 to 0950 hours, 1155-1230, 1415-1440 and 1725-1735. 33 53 airbone at following times: Fourth Gruppe from 0030 to 0035 hours, flight landed back in D. ST. area. Second Gruppe from 0925 to 1025 hours in KILBOMME-STUTTGART area. Second Gruppe again airbone from 1640 to 1715 hours in KILBOMME-STUTTGART area. Heavy appreciated combat with 20 F-47's. No details.

Single engine recon carried out on moderate scale with four flights of elements First and Third Staffeln 123 13 identified during daylight period.

Morning- COLFELD 10 plus FW 190's and 10 ME 262's were sighted at 15,000 feet but disappeared in clouds. ELDOF 10 plus twin jets seen parked on north east corner of airfield. REHE Air Force 10 plus twin jets and single engine A/C disturbed on airfield. TUNTE 15 ME 109's disturbed on airfield.

Afternoon- ELDOF 10 unidentified A/C seen under camouflage in north west bay. REHE.

RHINE- 2 ME 262's parked at north end of airfield. 1225 hours south of COLFELD 4 ME 109's or FW 190's sighted in air- no contact.

CONFIDENTIALSTATUS OF COMMUNICATIONS

1. Movements: WHITE-MOSELLE POCKET - Bulk of fighter bomber effort 20 March on west side of RHEIN concentration on motor transport in the FLAMMSTEIN - BAD DUNKELM area. Preliminary figures show that approximately 500 MT are obtained and 700 damaged. Needless to say all movement was channelled east with all wehrmacht units getting out the best way they could. Undoubtedly this movement will continue as long as it is possible to get away. With the capture of WHITE and the imminent fall of MOSEL, the area along the RHEIN from LUDWIGSLAVEN to LANDAU is of continuing importance. Many pontoon sections were noticed.

Along this stretch of the river today and there will be used to their fullest capacity. The main permanent bridge is intact and a PW today stated that one of the routes of escape was over the bridge at SPEYER. Barrage balloons were observed on this bridge today, ambulances were again much in evidence and they, of course, were going the only way possible, east. Few if any fighter bomber sorties east of the RHEIN today. The usual active rail movement noted in the KRAUTHAM, STUTTGART, REILACH, REIDELHAGEN, LAUSHEIM areas moving in all directions.

2. Bridge status: Tac/R reports the MOSEL rail and road bridges out. 10 Ferries sighted east bank RHEIN river R-4603. Pontoon bridges R-475705, R-547770.

WEATHER RESUME

Over southern bases high broken clouds, visibility unrestricted after 0600 hours. Over northern bases scattered clouds at 5,500 ft. becoming broken afternoon. Visibility unrestricted.

In target areas broken clouds above 15,000 feet during morning. Broken clouds at 2,500 feet by noon becoming overcast at 1,000 ft. after 1400 hours. Visibility unrestricted.

FIAR

Moderate Heavy at LUDWIGSLAVEN, R1057, R4095, R5091, R4903, LANDAU, R3084, R3279, R3783, REUSTADT, KRAUTHAM.

Scant Heavy at R3454, STUTTGART, Recce route 4, R3596, R3196, KARLSRUHE R4738, R3550, R3009, R5242, Q7384, R3257, R3478, R4074, R3072, R3670, BURGSLAVEN, R3385, R5020, KRAUTHAM, WORMS, BIEBER, LUDWIGSLAVEN, REUSTADT, BAD DUNKELM, R3052.

Intense Light at R4399, R4398, GERBERSHEIM, R6704, R9522, R2570, REIDELBERG, REUSTADT, R3670, R1299.

Moderate Light at LUDWIGSLAVEN, R3560, Q7673, R2447, R3353, R2880, REUSTADT, R4301, R4070, R2863, R9060, KRAUTHAM, Q9464, OFFENBURG.

Scant Light at Q9563, R2056, BAD DUNKELM, R6706, R2896, R2560, REUSTADT, R2295, R2897, R4635, R2621, R3369, R2380, KARLSRUHE, R4787, R5098, R2980, R0560, R3696, R3247, R9476, Q9476, Q7952, R2482, R1972, SURBOURG, FREUNDENSTADT, R1894, Q9580.

Small Arms Fire at R0958, R0960, Q9580.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

Flight 19/20 ( 110/110 sorties).

955. . . .

Night 19/20 (43/40 cortices, .5 Poppers and 32 Filters).

R.F

Right 19/20 (34/34 series).

34/34 Mosquitoes, NEARIN 275 city, 30 tons, good results.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2/25/84

[Faint, mostly illegible typed text, possibly a list or report]



Blank  
OK

Action Copy to: [Signature]  
Information Copies to: [Signature]  
Star [Signature]



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

24212

607/1111 A ~~2~~

MAR 10 1945 2 11 PM

CONFIDENTIAL

HEADQUARTERS  
FIRST LOGICAL AIR FORCE, (POW)  
Office of the Assistant Chief of Staff, 1-2  
APO 374

OSUM NUMBER 77

Period 172000 to 182000

| MISSIONS  |        |        |      |      | CLAIMS            |         |        |         |
|-----------|--------|--------|------|------|-------------------|---------|--------|---------|
| WFAF mil. | HI LAC | FR LAC | WFAF | Tot  |                   | HI LAC  | FR LAC | Tot     |
|           | 173    | 38     | 9    | 280  |                   | 173-170 | 12-1   | 191-171 |
| SERIES    |        |        |      |      |                   |         |        |         |
| Ftrs      | 13     | 34     |      | 102  | W/c               | 173-170 | 12-1   | 191-171 |
| F/B       | 273    | 302    |      | 1230 | Locos             | 27-35   | 9-3    | 36-38   |
| W/B       |        |        |      | 6    | RR cars           | 170-01  | 170-01 | 222-530 |
| W/B       |        |        | 208  | 208  | Bldgs             | 100-01  | 84-9   | 204-93  |
| Tec/R     |        | 14     |      | 30   | Rd blocks*        | 12      | 12     | 44      |
| P/R       | 21     | 4      |      | 25   | Rd bridge*        | 1-0     | 1-0    | 2-5     |
| Totals-   | 1009   | 404    | 208  | 1599 | Rail " " "        | 0-1     | 1-0    | 1-1     |
|           |        |        |      |      | RDV               | 1-7     | 1-0    | 6-7     |
|           |        |        |      |      | Rail cuts*        | 44      | 44     | 38      |
|           |        |        |      |      | RR station        | 2-0     | 0-3    | 2-3     |
|           |        |        |      |      | R/a in air        | 2-0-1   | 1-0-0  | 3-0-1   |
|           |        |        |      |      | Barres            | 0-3     | 0-6    | 0-9     |
|           |        |        |      |      | Supply dump*      | 0-1     | 3-1    | 3-2     |
|           |        |        |      |      | Switch block      | 1-0     |        |         |
|           |        |        |      |      | Staff cars        | 1-0     |        |         |
|           |        |        |      |      | Trailers          | 10-0    |        |         |
|           |        |        |      |      | Radar sta.        | 0-2     |        |         |
|           |        |        |      |      | RFV               | 21-31   |        |         |
|           |        |        |      |      | Guns              | 13-24   |        |         |
|           |        |        |      |      | Bridges           | 0-0     |        |         |
|           |        |        |      |      | Water tower       | 0-1     |        |         |
|           |        |        |      |      | W/Is attached*    | 0       |        |         |
|           |        |        |      |      | Tunnels*          | 0-3     |        |         |
|           |        |        |      |      | RR overpass       | 0-1     |        |         |
|           |        |        |      |      | W/c in air        | 1-0     |        |         |
|           |        |        |      |      | Oil storage tanks | 1-0     |        |         |
|           |        |        |      |      | Amo dump*         |         | 1-1    |         |
|           |        |        |      |      | Switches          |         | 3-0    |         |

In addition, 19 rockets were shot &  
12 Napalm tanks dropped by W/L.

## LOCATIONS \*

\*Rail bridges - 1 damaged at R199942 & at R173927. \*W/Is attached at R191909, R300900, R144752, R339501. \*Tunnels - R174934, R0793, R149333. \*Supply dump - damaged at R3394, 2 at R31127. \*RR bridge - dam. at R35540 & at R770. \*Amo dump - 2 at R331427. \*Rd bridges - R050958, R131940, R0195, R0195, 1 destroyed at R03095, 2 damaged at R03095, R051955, & at SPYER. \*Rd blocks vicinity - R090955, 3 at R1295, 3 at R5595, 2 at R9172, 1 at R0395, 2 at R0377, 3 at R9763, 1 each at R07379, R155935, R177925, R30013, R306823, R310132, 3 at R050956, 3 at R050953, 2 at R7741, 1 each at R170925, R193902, R795713, 2 at R411437, 1 at R51057, R34394, 6 at R507545, 2 between R463541, & R491542. \*Rail cuts - R3947, 2 at R5334, R050955, R0793, R03350, R222553, R25073, R213100, R251537, R29301, 3 at R17379, 3 at R120940, 2 at R344752, 3 at R299767, R3947, 2 at R5646, R5646, 3 at R1295, 2 at R050955, R050955, R39345, R37356, R465350, R460417, R51534, R052970, R10923, 2 at R15915, 1 at R477370, R467755, 3 at R1094, 1 at R0793, 4 at R30405, 2 at R415432, 2 at R413436, 1 at R463541 station, 2 at R250305, 6 R250373, 7 at GILBERT station, 2 R377324, 2 at R377326, 6 at SPYER Rail bridge, 2 at PHILIPPESULG station.

## CONFIDENTIAL

## LOSSES

|         | Lost | Damaged | Missing |
|---------|------|---------|---------|
| XII TAC | 0    | 31      | 0       |
| IX TAC  | 3    | 4       | 0       |
| 423rd   | 0    | 3       | 0       |
| Total-  | 9    | 38      | 0       |

XII TAC: 5 P-47s destroyed, due to flak.  
 1 P-47 damaged, cat 3, due to flak.  
 12 P-47s damaged, cat 2, due to flak.  
 1 P-47 damaged, cat 2, due to shell casing.  
 13 P-47s damaged, cat 1, due to flak.  
 1 P-47 damaged, cat 4, unknown.  
 1 P-47 damaged, cat 1, cause unknown.  
 3 P-47s damaged, cat 1, by bomb blast.

IX TAC: 1 Spit lost due landing in enemy territory.  
 1 P-47 destroyed, crashed on take off.  
 1 P-47 destroyed by flak.  
 1 P-47 damaged cat 2, due to flak.  
 3 P-47s damaged cat 1, due to flak.

423rd: 3 P-26s damaged, cat 1, due to flak.

XII TAC:

415 Night Fighter Sq. Night 17/18 March

7/5 Destroyers on intruder missions in REICHEN, LUDAU, KIRSCHLAUTEN, DRESDEN, GERMERSHEIM, HILDESHAM, WITTENBERG, TESSINGEN, ZIMMERKUN, HOMBURG, OTTERBACH areas.  
 Claims: 11/7 7-3 at DRESDEN (19010)  
 Losses: NIL

27th Group - ( 21 missions, 173/170 sorties)

173/170 P-47s on 21 air co-operation and 4/3 missions for 21 Corps in KIRSCHLAUTEN, REICHEN, GERMERSHEIM, HILDESHAM, WITTENBERG, TESSINGEN, ZIMMERKUN, HOMBURG, OTTERBACH areas, attacking 11/7 43973, 43593, 42079, KIRSCHLAUTEN, HOMBURG, 47130.  
 Towns of 45972, 4570, 43072, KIRSCHLAUTEN, 45075, KIRSCHLAUTEN, Road bridges- 40295, 4091955, 4050955, 4131940, 40196, Tr ins loaded with 11/7 44524, 44549. Tank & 11/7 concentrations 47273, 45996, 47361, Escort to medium and attacking communications.  
 Claims: Locos 5-3, Tr cars 50-53, 11/7 13-37, 11/7 4-3, Guns 1-0, Bridges 7-2, Bridges 0-4, 11/7s attacked 1, Rail cuts 6, Rd blocks 15.  
 Losses: 1 P-47 destroyed, due to flak. Damage: 50.25 GP, 26 MDX.  
 3 P-47s cat 2, flak.  
 2 P-47s cat 1, flak.

50th Group - ( 26 missions, 220/220 sorties)

24/24 P-47s on 3 D/B missions all on road bridge 4050955. 20X500 MDX, 25X500 MDX. Road bridge destroyed, also attacked communications.  
 104/104 P-47s on 12 4/3 missions in KIRSCHLAUTEN, KIRSCHLAUTEN, REICHEN, GERMERSHEIM, HILDESHAM, WITTENBERG, TESSINGEN, ZIMMERKUN, HOMBURG, OTTERBACH areas, attacking 11/7 ST INGENS 4544752, KIRSCHLAUTEN, REICHEN. 1 11/7 at 450908 & at 4191909 attacked also factories at 4534475, & 4520372, road bridge at 4175015, towns of HILDESHAM, 454761, TESSINGEN, Rail bridge at 4050925, Road bridge (AUBO RAIL) 4051955 & 4507379, Tunnel 4050925, 4155935, 4174934, Road station 405015 also communications.

CONFIDENTIAL

CONFIDENTIAL

92/92 P-47s on 11 air co-operation & 4/R missions for 15th Corps in LAIDAU, ZIMMERMAN, HILFSLAUTEN, FRIEDLICH, FRIEDLICH, FRIEDLICH areas, attacking R/T at HILFSLAUTEN at 35097, 337444, 339501, Tank and R/T concentrations. 1500 3, 0900, 070031, Rail bridge 129942, towns of FRIEDLICH 309250, 309251, 330955, ZIMMERMAN. Also escorted mediums and attacked communications.

Claims: Locos 0-2, R cars 117-172, R/T 20-19, R/T 444, Staff cars 2-0, Trailers 1-3, Switch block 1-0, R/T station 0-1, Tunnel 0-3, R/T 30-10, Rail bridges 1-2, Rail bridges 0-1, R/Ts attached, R/T blocks 12, Rail cuts 19.

Losses: 2 P-47s destroyed, flak.  
1 P-47 cat unknown, flak.  
1 P-47 cat 2, shell casing.  
2 P-47s cat 2, flak.  
2 P-47s cat 1, flak.

Tonnage: 12.5 GP, 53.75 LAX, 21 R/T 3.5, 17, 12, 5.5 frags, 156 rockets.

D/L : R/L

36th Group - (23 missions, 170,175 sorties)

15/15 P-47s on 3 fighter missions. Win. controller recalled flights early due weather.

6/3 P-47s on 1 4/R mission to win controller in HILFSLAUTEN attacking train loaded with R/T also communications.

119/119 P-47s on 15 4/R missions, in HILFSLAUTEN, FRIEDLICH, FRIEDLICH, LAIDAU, ZIMMERMAN, HILFSLAUTEN areas, attacking R/T 35097, 37050, R/T 15001, Rail bridge 17701, Town 34950, Storage tanks 30900, Tunnel 30392, Supply dump 33393, Town 34159, 33053, Shell & explosives 330950, R/T str. 35940, also escort to mediums and attacked communications.

33/31 P-47s on 4 air co-operation missions in 15 Corps area, attacking tank concentrations between 359771 and 37370, Town 37271, Town FISH - 330950, also communications.

Claims: 2/R in air 0-0-1, Locos 13-22, R cars 10/149, R/T 54-35, Guns 5-12, L/R 14-5, Trailers 0-0, Trucks 2-11, Staff cars 1-0, R/T 1-0, L/R 0-1, Supply dump 0-1, Rail bridges 0-2, R/T station 0-0, Oil storage tanks 1-2, R/T overpass 0-1, Water tower 0-1, Rail cuts 4.

Losses: 1 P-47 destroyed, flak.  
1 P-47 cat 1, cause unknown.  
1 P-47 cat 2, flak.  
4 P-47 cat 1, flak.  
2 P-47 cat 1, bomb blast.

Tonnage: 20.75 GP, 14.00 frags, 23.5 IL.

D/L : 2 R/Cs at 1000 ft. at 9:00 hrs. at 0:10 hrs. D/L dove to deck - attack followed and striles observed on D/L. D/L pulled up into sun and were lost. 1 R/C09 damaged.

324th Group - (29 missions, 244/240 sorties)

244/240 P-47s on 29 air co-operation and 4/R mission for 1 Corps in HILFSLAUTEN, FRIEDLICH, FRIEDLICH, FRIEDLICH, FRIEDLICH areas, attacking R/T 37590, 35573, 35732, 349501, FRIEDLICH, FRIEDLICH 32430, FRIEDLICH 3430435, ODS 33515, FRIEDLICH 3305040, Town 375720, Trains loaded with tanks and R/T 2 miles West of FRIEDLICH, also 345350, 340417, Factory 347035, L/R 3300335, 3500705, 352757, Railroad tank 31106920, R/T overpass 3170927, Tank concentration 355725, Troop concentration 357270, also escort mediums and attacked communications.

Claims: Locos 2-0, R cars 151-104, R/T 13-44, R/T 1-3, Bridges 14-2, Rail bridges 0-1, L/R 0-2, Rail blocks 5, Rail cuts 11.

Losses: 1 P-47 destroyed, flak.  
2 P-47 cat 2, flak.  
1 P-47 cat 2, flak.

Tonnage: 30.75 GP, 2.25 LAX, 12X750 Mordm, 7102 frags.

D/L : R/L

CONFIDENTIAL

## CONFIDENTIAL

355th Group - (23 missions, 161/161 sorties)

161/161 P-47s on 23 air co-operation and A/R missions for 15 Corps in LAISSELAUTHEM, HOSSELYN, HINSTAT, HUTTINGEN, ZIEBACHEN, & HILBURG areas, attacking M/Y Q9993, Q5088, Q5590, Q945924, Q9790, HINSTAT, KINGSACK 9191, LANDSTUHL 340908, towns of Q1172, Q7684, Q776726, HINSTACH 9191, VOLKESFELD 1145635, LAUTZBACH 95572, BIEBLACH 9574, LAISSELAUTHEM, LANDSTUHL, HOSSELYN, Q 994709, HILBURG 95172, HILBUR, 9552341, OUTING 9776826, LAUTZBACH 9773752, Trains with tanks and M/T 90593, Tank & M/T concentration woods 17976, 17279, 17007-5, Gun positions 97076, 97976, Q5662, 9440702, 95714, Q5569, Q5569, LAISSELAUTHEM, Troop concentration, TROOP 93660, Radar station 90979, also attacked communications.

Claims: Locom 1-0; Rail cars 53-41, M/T 78-37, HVT 507, AFV 7-10, Staff cars 2-4, Guns 7-12, Blags 55-52, M/cyclos 3-0, Radar station 0-1, M/Y attacked 2, Rail cuts 4.

Losses: 1 P-47 cat 3, flak.  
4 P-47s cat 2, flak.  
4 P-47s cat 1, flak.  
1 P-47 cat 1, bomb blast.

Tonnage: 23.5 GP, 13.5 M76 IB, 65.41 Frags, 11 rockets.  
D/L : NIL

Prov Decco Group - (45 missions, 67/67 sorties)

21/21 a/c on 12 P/R missions, 5 successful  
66/66 a/c on 33 V/R missions all successful.

Claims: 2 M109s destroyed.

Losses: NIL

D/L : 1155 hrs 10 plus M109s flying SE from LAISSELAUTHEM TO PROZEMIN at 20,000 ft no contact. At 1700 hrs, 2 M109s flying SE over GERSCHEN at 1000 ft, D/L had black and white spiral spinners. D/L engaged and both destroyed.

FRANCE III. P. 1021st Group - (7 missions, 64/76 sorties)

64/76 Spits conducted 7 sweeps in the LAISSELAUTHEM, HOSSELYN, HINSTAT, STUTTGART, PROZEMIN, BUNING, HILBURG, areas.

Claims: M109 1-0-0 in air.

Losses: 1 Spit landed in enemy territory.

Observations: NIL

3rd Group - (11 missions, 97/94 sorties)

32/31 P-47s on 4 D/D and A/R missions. Targets attacked were: Supply dumps 2327429, and 234394. Rail line between 2433541 and 2439329.

32/31 P-47s conducted 4 D/D missions. Targets attacked were ammo dump R 531427, Supply dump 2327429, Rail station 2411359 Supply dump 2439329.

32/31 P-47 conducted 2 A/R missions in the HILBUR, SPIEL, LAISSELAUTHEM, HILBURG area. Targets attacked were: Supply dump 2327429, 3 supply dumps 2343941, Rail line between 2433541, and 2491 562, Ammo dump 2531427, Supply dump 2327429, Rail station 2411359, Rail station 2497563, village 2596545.

1/1 P-47s on one W/R.

Claims: Locom 2-0, Rail cars 30-0, Blags 41-6, Supply dump 3-1, Civilian cars 1-0, Rail cuts 6, Rail blocks 9, Rail station 0-3, Ammo dump 1-1, Switches 1-0, M/T 0-1.

Losses: 1 P-47 destroyed flak, Went down in enemy territory.

Tonnage: 192500 GP, 43 tons.

Observations: NIL

CONFIDENTIAL

CONFIDENTIAL

4th Group - (11 missions 121/113 sorties)

120/117 P-47 conducted 10 M in the HAGELAU, BASLEAU, PROZEMM, REUTEN, BRUGSAL, KALISAU, RADY RADY, SPEN, GLENN, PHILIPSBURG, LUTHERBURG areas. Targets attacked were: Rail bridge B415485, station at B415485, Rail Junction, station B572743, Rail line B414376, station G414376, Rail junction B577524, station PHILIPSBURG, Rail Bridge at SPEN.

1/1 P-47 conducted M.

Claims: Locos 7-3, M cars 140-61, B415485, Rail bridges 0-1, Rail cuts 36, M blocks 3, Switches 2 0, Barges 0-3, M/T 1-0, Cavalry cars 10-0, M Bridge 1-0, M/T 1-0.

Losses: 1 P-47 cat 2, flak.  
3 P-47 cat 1, flak.  
1 P-47 destroyed, crashed on take off.

Damage: 2403500 GP, 30 tons. M/T: M/T

Observations: 10 barrage balloons 5000 ft over bridge at SPEN.

2/33 Sect. ( 9 missions, 13 sorties)

14 c/c on V/M.

2 c/c on P/M.

Claims and Losses: M/T

WESTERN FRONT AIR FORCE

1 c/c on uneventful coastal combat mission.

2 c/c on Mecco.

Claims and Losses: M/T

CONFIDENTIAL

12th F-4 Wing (6 missions 206/124 sorties) 230 tons.

17 Group (3 missions 71, 63 sorties) 170 tons.

40/36 5-20's 100% 71.50

U 1133 .. .F. 1220 DO : 1519.

Losses: 3 7-20's Cat. 1 7-11's.

Plas: "Central Homey Family" actual 1. fre. 1. 1. 1.

2/3: 11.

Observer: 150 A/I. call 14" 15" 13" : un:

3/3 5-28's final flight mission to 120000 hrs. 120000. Dropped  
3 tons. 120000.

U 1193 W.C.L. 1320 10 : 1515.

109908: 11.

16. 11

7/11: 111.

Observations: 11.

28/24 1-20'S, 110°E, 111°E Road location 7015991. Dredge 45.50  
tons, 100%.

UT 1492 J.C.F. 1359 DC. 11.3.

Losses: Nil.

Black: Nil.

U/A: One A-47 did roched vertically into side of cloud level, closer to 400 yards. It roched over for 100 ft. in area of 300 ft. 1500 hours. 300 ft. from side of cloud. Another but believed A-47 was not hit. This is to be confirmed priorly as it 'A-47' side of cloud level.

3200: From (3 in. long 55/53 sort) 107.50 lb c

22/12 - 2018 ... Rice 11702, 10 5 31 ...

U 1517 - C. 1221 10 1990.

10200: 11.

112

10. 11

Observation: 11.

20/17 11-26'c ... Bridge ... 175 2', 31.0 tons, Excellent.

10:50 A.M. 1911 - 1935.

100000: 21.

File: 11

2/22/51

Classification: 11.

10/15 7-20's sent to main entrance in view of 111040's not  
attached. Estimate 100 lbs. 113 233, 610 and 30 tons,  
floor.

1100 T.C.T. 1251 10 1350.

LOSSES: 11.

Page: 11.

7/11

Observation: 1 P.M. 196, 1000 feet flying south in WINDWARD area 124 hours.

31st Group (2 missions 30/01 sorties) 1.50 tons.

1970 8-20's 7" 250002, no 10 or 20. 0 no weather.

UT 1350 T.O.T. 1544 DOF 1745.

LESSOR: Wil.

Flock: See above. Fully accented. FIRST FLOCK.

3/4: 11.

Observation: Observed 217 100's flight north east 12000 feet LINDA 100.

CONFIDENTIAL

20/1 B-29's W/V 4320072, dropped 1.50 tons, 1001.  
 UT 1330 P.O.T. 1520 DOM 1730.  
 Losses: Nil.  
 Flak: Nil.  
 D/A: Nil.  
 Observation: Nil.

34th Group (1 mission 37/7 sorties) 11 tons.

20/7 B-29's No 6 junction 4320091, dropped 1.50 tons, P.O.C.  
 UT 1315 P.O.T. 1515 DOM 1730.  
 Losses: Nil.  
 Flak: Moderate heavy in area, 1001-1002.  
 D/A: Nil.  
 Observation: Nil.

17/0 B-26's No 6 junction 4320091, non-effective. Due weather.  
 All bombs returned to base.  
 UT 1403 P.O.T. 1415 DOM 1440.  
 Losses: Nil.  
 Flak: Nil.  
 D/A: Nil.  
 Observation: Nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D





Flight 17/13 - 117 sorties.

Day 10 - 731 sorties.

END L.S.

Day 15 - Total Sorties 2017 (1327/1214 1c Sorts; 192/631 Pilots).

— 6 0 4 4 0 5 —

Night 17/18 - Total mortals 79.

Day 1 - 100 contacts.

0-7-1

1-1-1

Flight 17/18 - 31. FORTINER.

— 9 —

THIS PAGE IS UNCLASSIFIED

Day 10 - 2052 (747 Bombers, 1285 Pilots).

78/67 A/C COMM 341, communications, 91.9, Excellent.  
114/125 A/C COMM 341, 177.128.5, Good, Excellent.  
10/39 A/C COMM 341, 177, 121.75, Excellent.  
110/93 A/C COMM 341, 177.128.5, Excellent.  
189/181 A/C COMM 341, 177, 121.75, Excellent.  
39/36 A/C COMM 341, 177, 121.75, Excellent.  
107/97 A/C COMM 341, 177, 121.75, Excellent.  
0/15 A/C COMM 341, 177, 121.75, Excellent.  
0/7 A/C COMM 341, 177, 121.75, Excellent.  
Total cost 1019.00.

100000: 7 1/2 ( 1 1/2 Y., 3 1/2 M., 1 1/2 W.).

1357172 A/G ..../.. 174, 107, 155, 92, 925 area.

10/10 A/C 100% 100% 100% 100% 100% 100%

12/12 A/C 100% 100% 100% 100% 100% 100%

20/20 1/0 Second to finish to base.

Total boar 90 tons, 4 Mammals, 30 Locusts, 52 Acrobats  
fired.

Claim: W/V 1-11, Locom 1-6, main cuts 85-124, W/V 9-5,  
W/V 0-7, W/V 0-1, main cuts 4, 11, 12, 13 cuts 5.

10000: 1 1/2 cu. ft.

11/3/138 A/C A/B 11/17/67, 11/18/61, 11/19/65.

324/323 A/C Air conditioning - 22 x 60 Corps of 3 " "

126/122 A/C received at all once initially by his own & reports  
in 1973 from 8 April thru 1967 dates. Pilot missions at  
FROM OF 47.

95/95 .. /C Interaction pattern: 90°/120° .. 50 area.

35/35 A/C 1/2 cont 1/5.

51.146 A/C 2.000.

Form 100 tons, 4' 6" dia. tanks 1000 feet to 10, 99  
feet, 100 feet.

Chairs: 7-2-1, W/P 570-429, 100ss 30-11, 1st cars  
30-425, tanks 42-46, TIC's 8-6, gun positions  
10-43, W/P 50-1, Bldgs 1-1, INDV 202-11, wall  
cove 5, "light" over 11.

Losses: 5 ./3 ( 4 flak, 1 accident, 1 C.U., 2 C. S. B).

108/104 .. /C .. 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 92

12/12 A/C Intervention pat. 21.

7/76 .. /C report to .. 30 ..

6L/44 A/C Acc.

Claims: 1/2 10-17, locos 3-6, rail cuts 173-236, ties 33-30.  
Guns 3-0, 1/2 0-0, 1/2 1-2, rail cuts 35,  
timber cuts 1.

LOSSER: 2 1/2 C (1 C.U., 1 C.F.).

Consolidated claims: 2/1, air 7-2-1, 7/7 CIL-156, 100cs 30-26, RR cut 312-742, 100cs 42-40, Cans 19-43, 110cs 100-42, 7/10-17, 110cs 2-3, RDV 262-119, mail cuts 44, 110cs cuts 17.

Consolidated losses: 7 Bombers ( 1 . .Y.A.).

11 Filices (1 - 2.00).

CONFIDENTIAL

(Cont: FLAK). Intense Light- LAISSELAUTERN, HO, BURG 17/4, ST. ICELETT  
 REUST, DT, FROHNEIL, R5563, R0193, R9364  
 R0793, R5065, R6086, R9694, R0295, R241,  
 R2111, R9754, R5073, R0595, R5598, R7281  
 R2280, R3579, R3351, R0934, R4580, R9595  
 R4752, R3084, DRESEBAND, R5563, R5760,  
 Moderate Light- R0555, R3761, R3764, R0793, R0794,  
 R1394, R0794, R5550, R5367,  
 R0794, R0576, R0592, R0994, R6159, R685,  
 R6032, R6159, R2553, R2100, R4950, R2551,  
 R7275, R5174, R0895, R0955, R0353,  
 Scant Light- R0993, R2299, R2100, R0108, R4938, R1394,  
 R0595, R0555, R1194, R7003, R7075, R0710,  
 R7382, R0554, R0794, R0794, R0596, R768,  
 R2070, R0500, R0191, R0001, R0012, R2985,  
 R0971, R7050, R5770, R0794, R5142, R3270  
 R0000, R0155, R0993, R5555, R0000,  
 R9064, R0695, R1394, R0194, R0194, R0194,  
 R0194, R0194, R0194, R0194, R0194, R0194,

FLAK, reported by French:  
 Medium accurate intense R327429  
 Heavy accurate intense RASTANT.  
 Heavy medium light accurate intense R0194.  
 Medium & light accurate intense R0194.  
 Medium & light inaccurate intense R0194.

Results of weather over bases and target areas for 11 March 1945

Generally overcast at 1-2000 feet with visibility 2-3 miles at dawn.  
 By noon, the clouds became broken over the target areas and scattered  
 to broken over base at 2-3000 feet. The visibility improved to 6  
 miles or better after 1900 hours. By dusk, the clouds had decreased  
 to nil over the base areas, but scattered to broken over the target  
 areas.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1000

1000

1000

1000

1000

1000

1000

1000

Action Copy to:

Information Copies to:

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

1000

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2461

47-1  
670  
25

6005  
~~5004~~ / 17082 LA  
3

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 5

JUS V JETF H/W MULTIPLE MSG 4 ADDRESSES

JEUS V JETF NR 7 URGENT URGENT

JEUS V JETF NR 7-2 URGENT URGENT  
T XSM

JEJB V JETF NR 7-3 URGENT URGENT

JEJB V JETF NR 7-4 URGENT URGENT  
T AFA AMY

Action Copy to: *D/O*

Information Copies to: *D/INT*

*STAT CON*

FROM FIRST TACTICAL AIR FORCE (PROV) 190631  
TO USTAAF (MAIN) ATT: D/OPS, USSTAF (REAR), SHAEF AIR (MAIN) OPS  
RECORDS, AIR MINISTRY WAR ROOM WHITEHALL, 2ND TAF, SIXTH ARMY  
CONFIDENTIAL BT

NR D 3200 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

OPSUM NUMBER 77 PERIOD 172000 TO 182000  
FIRST FRENCH AIR CORPS

PART II

FIGHTERS BOMBERS  
A. AIR COOPERATION AND FIGHTER SWEEPS  
B. 218 P-47'S  
C. 212 P-47'S  
D. 108 TONS GP  
E. NIL  
F. 1-8-8  
G. 1 P-47  
H. 1 SPITFIRE AND 2 P-47'S

FIGHTERS  
84 SPITFIRES  
78 SPITFIRES

*24160*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART III RECCE

14/14 A/C ON VISUAL RECCE  
4/4 A/C ON P/R

PART IV

AA. FIRST FRENCH ARMY  
BB. 218/212 P-47'S  
CC. 108 TONS GP  
DD. LOCOS 9-3, R/R CARS 170-61, BLDGS 84-9, SUPPLY DUMPS 3-1, M/T 12-1  
RAIL CUTS 44, ROAD BLOCKS 12, RAILROAD STATIONS 0-3, AMMO DUMPS  
1-1, SWITCHES 3-0, RAIL BRIDGES 0-1, BARGES 0-6, ROAD BRIDGES 1-0,  
HDV 1-0.  
FF. MED ACC INTENSE R 327429, HEAVY ACC INT RASTATT, HVY MED LIGHT  
ACC INT KARLSRUHE MED AND LIGHT ACC INT GRAPEN, MED AND LIGHT  
INACC INT WIMPSEM, MED AND LIGHT ACC INT BETWEEN R 5461 &  
R5570, MED LIGHT INT LANDAU, MED LIGHT ACC INT SCHIFFERSTADT,  
HVY ACC INT NORTH OF SPEYER, LGT ACC INT R340320, LGT ACC INT  
R200320, MED LGT ACC INT GEMERSHEIM, LGT MOD INACC V935520,  
HVY MED INACC MOD FREIBERG, HVY ACC MOD R354270, MED ACC MOD  
R531427, MED & LGT INACC MOD LAUTERBURG, LGT ACC MOD R611339,  
MED INACC MOD R 497563, HVY ACC SCANT OFFENEURG, LGT INACC MOD  
R5271, MED & LGT ACC INT SPEYER, MED LGT INACC INT R390505,  
HVY INACC SCANT R189032.  
GG. 2P-47'S

WEBSTER

BT190631  
HCR KKK

6005/19

Recd 1714A  
2TH



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

REF ID: A6858

Action Copy to:  
Information:

23934

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

REF ID: A6858

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

TO: DIRECTOR, FBI  
FROM: SAC, NEW YORK (100-100000) (P)  
SUBJECT: JAMES EARL RAY, AKA; ASSAULT ON MARTIN LUTHER KING, JR.;  
RE: NEW YORK TELETYPE TO BUREAU, APRIL 4, 1968.  
NY 100-100000  
NY 100-100000  
NY 100-100000

6035/10-529402

100-100000-100000

THIS PAGE IS UNCLASSIFIED

11

1944-1945

1941-1

1141-3

11/17-3 11/17/77

11/1 -4

FROM THREE EDITIONS OF 1905 (500) 1 24-34

(1) MORTAR (2) ARTY (3) TROOP (4) BATTAL (5) PLATOON  
 (6) COMPANY (7) SQUAD (8) SECTION (9) DETACHMENT  
 (10) PLATOON (11) BATTAL (12) COMPANIES

*(Faint handwritten notes at the bottom of the page)*

January 1971 to 31 December 1971

100-198 8 2277 111 1

1970-1971

1. ASIA INTERNATIONAL LTD. (INCORPORATED IN THE U.S.A.)  
2. ASIA INTERNATIONAL LTD. (INCORPORATED IN THE U.S.A.)

— 4 —

— 100 —

הַיְיטִי

#### A. AIR COOPERATION, 1971

71-4795

35-270

30.0, 21.375, 11.75, 4.375, 2.4

STATE OF NEW YORK.

—

2 2-4713, FLANK

11

PAGE 11

54/54 T-500 TAC/

6/8 7-5'0 7/2

4/4 8-47'2 WEATHER/2

CLAIMS: "11 LOGS: 1 F-5 DESTROYED, CAUSE UNKNOWN".

PART IV - ANSWERS

11. U.S. SEVENTH ARMY

THIS PAGE IS UNCLASSIFIED

[illegible]

• • • • •

1 2410

6006/18060A02

000000

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

51955

16775

Action Copy to: *DOCS*  
Information Coordinator: *State*

314.55 Summary 1/10/44

RECEIVED 1/10/44  
1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

23765

RECEIVED 1-10-44  
1-10-44

RECEIVED 1-10-44  
1-10-44

- A. 72 SEATS 1 000 P-479.
- B. 72 SEATS 1 000 P-479.
- C. 90.50 TON, CP.
- D. 111
- E. 111
- F. 2 P-479 DUE TO BLK.
- G. 3 P-479.

RECEIVED 1-10-44  
1-10-44

12/12 A/C ON VISUAL RECCE.  
2/2 A/C ON P/R.

- AA. FIRST FRENCH ARMY.
- BB. 202/200 P-479.
- CC. 99.50 CP.
- DD. RAIL CUTS 43, LOCOS 3-1-4, RR CARS 82-100, M/T 2-3, BLDGS 217-15,
- EE. PUMPS 2-2, GUNS 0-1, SWITCH HOUSE 1-0, RR STATION 0-1,

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

RE: HEAVY MODERATE ACCURATE 104 410, HEAVY LIGHT MODERATE ACCURATE  
100370, HEAVY ACCURATE 145050, HEAVY MEDIUM LIGHT ACCURATE  
100370, MEDIUM INTERIOR ACCURATE 100370, MEDIUM LIGHT  
INTERIOR ACCURATE 100370, 100370, 100370, MEDIUM MODERATE INACCURATE  
100370, HEAVY INTERIOR ACCURATE 100370, MEDIUM INTERIOR ACCURATE  
100370, HEAVY INTERIOR ACCURATE 100370, HEAVY INTERIOR INACCURATE  
100370, HEAVY MODERATE ACCURATE 100370, HEAVY MEDIUM LIGHT  
100370, INTERIOR ACCURATE 100370, HEAVY MODERATE ACCURATE 100370,  
HEAVY MEDIUM INTERIOR ACCURATE 100370, MODERATE ACCURATE HEAVY  
100370, MEDIUM LIGHT 100370, MEDIUM ACCURATE HEAVY  
100370.

CC. 3 10-470

UNCLASSIFIED

EX 101014

NOV 11

600 4/17 1053 FCB

THIS PAGE IS UNCLASSIFIED

JEUS V JETF H/W MULTIPLE MSG 4 ADDRESSEES

JEUS V JETF NR 7 - 1 URGENT URGENT

JEUS V JETF NR 7 - 2 URGENT URGENT  
T AFA YSM

JEJE V JETF NR 7 - 3 URGENT URGENT

JEJE V JETF NR 7 - 4 URGENT URGENT  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 172556

TO JEUS

AFA

YSM

JEJE

AMY

JEHD

CONFIDENTIAL BT

NR D 3092 FIRST TAC AF (PROV) (MULTIPLE ADDRESS CONFIDENTIAL)

OPSUM 75 PERIOD 162000 - 172000

#### PART I - BOMBERS

37/36 B-26'S DEFENSE AREA Q-751703, 66.50 TONS DEMO, GOOD.  
36/35 B-26'S DEFENSE AREA Q-749695 & Q-780698, 55.50 TONS DEMO, GOOD.  
28/11 B-26'S DEFENSE AREA Q-692696 & Q-693698, 20.25 TONS DEMO, POOR.  
FLAK: SCANT HEAVY INACCURATE AT Q-7281.  
18/17 B-26'S DEFENSE AREA Q-752705, 25.75 TONS DEMO, GOOD RESULT.  
19/19 B-26'S DEFENSE AREA Q-756704; Q-756701; Q-755698, 37 TONS DEMO, GOOD.  
20/20 B-26'S DEFENSE AREA " " 39.50 TONS DEMO, GOOD.  
20/19 B-26'S " Q-761703, Q-760700, & Q-759697, 37.50 TONS DEMO, GOOD.  
19/18 B-26'S " Q-695701, Q-696703, 35.50 TONS DEMO, EXCELL.  
20/20 B-26'S " 39.50 TONS DEMO EXCELLENT  
19/19 B-26'S " Q-763694, 27.95 TONS DEMO. GOOD.  
FLAK: SCANT HEAVY INACCURATE FROM TARGET  
19/12 B-26'S DEFENSE AREA Q-764696, 21 TONS DEMO, GOOD.  
11/11 " " Q-766702, 13.75 TONS DEMO, GOOD.  
10/10 " " Q-764698, 11.75 TONS DEMO, GOOD.  
5/4 " " Q-766702, 4 TONS DEMO, GOOD.  
6/6 " " Q-764698, 8 TONS DEMO, POOR.

TOTAL CLAIMS: NIL TOTAL LOSSES: NIL  
TOTAL OF 447.45 TONS OF DEMOLITION BOMBS DROPPED.

#### PART II - FIGHTERS & FIGHTER BOMBERS

A. AIR COOPERATION, D/B, A/R, & NIGHT FIGHTER INTRUDER MISSION.

B. 8 BEAUFIGHTERS 984 P-47'S,

C. 6 BEAUFIGHTERS 974 P-47'S.

D. 144.50 BDX, 345.25 G.P., 5.5 TNT, 29.25 I.B., 70.33 FRAGS, 32

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1-22/7  
H. 7 P-47'S. H/W MULTIPLE MSG 4 ADDRESSEES

E. NAPALM TANK, 112 ROCKETS.

F. NIL

G. 2-3-2 IN THE AIR.

H. 5 P-47'S.

H. 7 P-47'S.

PART III RECCE

72/72 A/C ON VISUAL RECCE.

15/15 A/C ON PHOTO RECCE.

4/2 A/C ON ARTILLERY ADJUSTMENT

PART IV

AA. US. SEVENTH ARMY.

BB. 984/974 P-47'S, 8/6 BEAUFIGHTERS.

CC. 554.83 PLUS 32 NAPALM TANKS & 110 ROCKETS.

DD. LOCOS 49-26, R/R CARS 268-255, M/T 110-128, HDV 27-5, AFV 37-42, STAFF CARS 10-7, MOTORCYCLES 4-0, BLDGS 297-86, M/Y ATTACKED 12, RAIL CUTS 34, ROAD BLOCKS 23, TRAILERS 1-1, GUNS 0-21, BALLONS 3-0, AMMO DUMP 0-1, TROLLEY CARS 0-2, SIGNAL TOWERS 1-0, ROAD BRIDGES 0-1.

EE. 2-3-2

FF. FLAKS INTENSE HEAVY-KAISERSLAUTERN, FRANKENTHAL, MANNHEIM, M4515. MODERATE HEAVY-LUDWIGSBERG, MANNHEIM, WEST-NORTHWEST, KARLSRUHE, DARMSTADT AIRDROME, KAISERSLAUTERN, LUDWIGSHAVEN, R3436, R6398, R4186, R0392, R1096, R3451, R3763, R2910, R0834, R6257, M4504. SCANT HEAVY-LUDWIGSHAVEN, WORMS SPEYER, HOCKSPEYER, MANNHEIM, WALDSHUT, NEUNKIRCHEN, Q9541, Q6165, Q6867, Q9892, Q9497, Q9799, Q9989, R7033, R5090, R4197, R8140, R0834, R5445, M5404, M5428, M6140. M4504, M5311, M5505, M1754, M6018.



NAPALM TANKS, 110 ROCKETS.

- E. NIL
- F. 2-3-2 IN THE AIR.
- G. 5 P-47'S.

H. 7 P-47'S.

PART III RECCE

- 72/72 A/C ON VISUAL RECCE.
- 15/15 A/C ON PHOTO RECCE.
- 4/2 A/C ON ARTILLERY ADJUSTMENT

PART IV

AA. US. SEVENTH ARMY.

BB. 984/974 P-47'S, 8/6 BEAUFIGHTERS.

CC. 554.83 PLUS 32 NAPALM TANKS & 110 ROCKETS.

DD. LOCOS 49-26, R/R CARS 268-255, M/T 110-128, HDV 27-5, AFV 37-42, STAFF CARS 10-7, MOTORCYCLES 4-0, BLDGS 297-86, M/Y ATTACKED 12, RAIL CUTS 34, ROAD CLOCKS 23, TRAILERS 1-1, GUNS 0-21, BALLONS 3-0, AMMO DUMP 0-1, TROLLEY CARS 0-2, SIGNAL TOWERS 1-0, ROAD BRIDGES 0-1.

EE. 2-3-2

FF. FLAK: INTENSE HEAVY-KAISERSLAUTERN, FRANKENTHAL, MANNHEIM, M4515. MODERATE HEAVY-LUDWIGSBERG, MANNHEIM, WEST-NORTHWEST KARLSHRUE, DARMSTADT AIRDROME, KAISERSLAUTERN, LUDWIGSHAVEN, R3436, R6398, R4186, R0392, R1096, R3451, R3763, R2910, R0834, R6257, M4504. SCANT HEAVY-LUDWIGSHAVEN, WORMS SPEYER, HOCKSPEYER, MANNHEIM, WAOLDSHUT, NEUNKIRCHEN, Q9541, Q6165, Q6867, Q9892, Q9497, Q9799, Q9989, R7033, R5090, R4197, R8140, R0834, R5445, M5404, M5428, M6140, M4504, M5311, M5505, M1754, M6018. INTENSE LIGHT-WISFENBOURG, BAD MUNSTER RAILROAD BRIDGE, HOMBURG KAISERSLAUTERN, DERMSTADT AIRDROME, NEUSTADT, EADKREUZNACH, R2050, R5446, R3343, R2985, R6665, R0834, R3455, M3715, M4515, Q6541, Q6390, Q9492, Q9799, Q4982, Q9704, L9727. MODERATE LIGHT-MANNHEIM, NEUSTADT, LANDSTHUL, DURLACH, BAD KREUZNACH, GERNERSHEIM R4178, R6398, R1949, R1136, R5563, R0695, R5590, R2327, R0034, R0834, R0586, R5496, Q7886, Q6783, Q8808, Q7787, Q3926, Q9894, Q9074, Q6770, Q6671, Q8772, Q7877, Q7468, S0661, Q0967, M3512, M6140, R0596, M6139, M4510, M6239, R2168. SCANT LIGHT-GERMDRSHEIM, LANDAU, RASTATT, BOBLINGEN, KAISERSLAUTERN, GRUNDSTADT, KARLSHRUE, M3201, M5121, M0600, L7124, M2523, R5486, R9643, R3529, R2660, R7133, R7090, R5446, R0834, Q8492, Q7572, Q8447, Q7565, Q8354, Q8547, Q4571, Q8356, Q8558, Q6978, Q6980, Q5677, Q9833, Q8660, Q8462, Q5266, S0961, Q8969, Q8546, Q9091, M0729, R2855. SMALL ARM FIRE-Q856463. BARGE BALLONS-15 TO 20 OVER WORMS, 2000 TO 6000 FEET. 12 OVER GERMERSHEIM, 2000 TO 3000 FEET. 6 OVER LAKE Q827426. 14 OVER SPEYER 1500 TO 5000 FEET. 8 OVER DAM W3497 AT 200 FEE 5 OVER LAKE R430070, AT 1000 FEET.

GG. 7 P-47'S.

WEBSTER

BT 170556A

EL

MAR 17 1945 8 34 AM

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

— 58 —

AL 107  
D/C

1 2 3 4 5

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

1000 900 800 700 600 500 400 300 200 100 0

... ..

... ( ) ...

.....

7 - 30 - 1977 TAG 15 (220)

000000-000000

TEST TACTICAL AIR FORCE (TTCF) GROUP NO. 3, 1955-1956, 1957-1958, 1959-1960, 1961-1962, 1963-1964, 1965-1966, 1967-1968, 1969-1970, 1971-1972, 1973-1974, 1975-1976, 1977-1978, 1979-1980, 1981-1982, 1983-1984, 1985-1986, 1987-1988, 1989-1990, 1991-1992, 1993-1994, 1995-1996, 1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 2281-2282, 2283-2284, 2285-2286, 2287-2288, 2289-2290, 2291-2292, 2293-2294, 2295-2296, 2297-2298, 2299-2300, 2301-2302, 2303-2304, 2305-2306, 2307-2308, 2309-2310, 2311-2312, 2313-2314, 2315-2316, 2317-2318, 2319-2320, 2321-2322, 2323-2324, 2325-2326, 2327-2328, 2329-2330, 2331-2332, 2333-2334, 2335-2336, 2337-2338, 2339-2340, 2341-2342, 2343-2344, 2345-2346, 2347-2348, 2349-2350, 2351-2352, 2353-2354, 2355-2356, 2357-2358, 2359-2360, 2361-2362, 2363-2364, 2365-2366, 2367-2368, 2369-2370, 2371-2372, 2373-2374, 2375-2376, 2377-2378, 2379-2380, 2381-2382, 2383-2384, 2385-2386, 2387-2388, 2389-2390, 2391-2392, 2393-2394, 2395-2396, 2397-2398, 2399-2400, 2401-2402, 2403-2404, 2405-2406, 2407-2408, 2409-2410, 2411-2412, 2413-2414, 2415-2416, 2417-2418, 2419-2420, 2421-2422, 2423-2424, 2425-2426, 2427-2428, 2429-2430, 2431-2432, 2433-2434, 2435-2436, 2437-2438, 2439-2440, 2441-2442, 2443-2444, 2445-2446, 2447-2448, 2449-2450, 2451-2452, 2453-2454, 2455-2456, 2457-2458, 2459-2460, 2461-2462, 2463-2464, 2465-2466, 2467-2468, 2469-2470, 2471-2472, 2473-2474, 2475-2476, 2477-2478, 2479-2480, 2481-2482, 2483-2484, 2485-2486, 2487-2488, 2489-2490, 2491-2492, 2493-2494, 2495-2496, 2497-2498, 2499-2500, 2501-2502, 2503-2504, 2505-2506, 2507-2508, 2509-2510, 2511-2512, 2513-2514, 2515-2516, 2517-2518, 2519-2520, 2521-2522, 2523-2524, 2525-2526, 2527-2528, 2529-2530, 2531-2532, 2533-2534, 2535-2536, 2537-2538, 2539-2540, 2541-2542, 2543-2544, 2545-2546, 2547-2548, 2549-2550, 2551-2552, 2553-2554, 2555-2556, 2557-2558, 2559-2560, 2561-2562, 2563-2564, 2565-2566, 2567-2568, 2569-2570, 2571-2572, 2573-2574, 2575-2576, 2577-2578, 2579-2580, 2581-2582, 2583-2584, 2585-2586, 2587-2588, 2589-2590, 2591-2592, 2593-2594, 2595-2596, 2597-2598, 2599-2600, 2601-2602, 2603-2604, 2605-2606, 2607-2608, 2609-2610, 2611-2612, 2613-2614, 2615-2616, 2617-2618, 2619-2620, 2621-2622, 2623-2624, 2625-2626, 2627-2628, 2629-2630, 2631-2632, 2633-2634, 2635-2636, 2637-2638, 2639-2640, 2641-2642, 2643-2644, 2645-2646, 2647-2648, 2649-2650, 2651-2652, 2653-2654, 2655-2656, 2657-2658, 2659-2660, 2661-2662, 2663-2664, 2665-2666, 2667-2668, 2669-2670, 2671-2672, 2673-2674, 2675-2676, 2677-2678, 2679-2680, 2681-2682, 2683-2684, 2685-2686, 2687-2688, 2689-2690, 2691-2692, 2693-2694, 2695-269

AA FIRST FRENCH ARMY, "C. THE ARMY

IN 50/35 SMITHSON, 03/1/15 P-471, 01/1 P-2613, 4/1 SMITHSON

CC 377.36 TONS, 7 NATALY TANKS, 13 ROCKETS

LOCOS 5-8, RAIL CUTS 25, BLOCS 39-53, FF CARS 50-54, WVE 51-4,  
HVV 1-1, ADV 1-1, ROAD BLOCS 5, CARS 24-11, WVE ATTACHMENT 3,  
TRAILERS 1-0, STAFF CARS 1-0, ANNO JUST 1-0.

EE "IL.

FF E/A: 20 ME 100'S WIESEBACH

FLAK: MODERATE INTENSE ACCURATE V 609124. INTENSE HEAVY WEISMAEN,  
KERN, STUTTGART. MODERATE HEAVY MANNHEIM, Q-6660, Q-6665, Q-6611,  
SCHIEFERSTADT. SCANT HEAVY FREIBURG. INTENSE LIGHT R-4694.  
M-3170, R-3196, Q-661, R-3660, R-3516, W-1080, W-6643, W-1043,  
HAISERSLAUTERN, L-6571, KERN, HOMBURG, R-5456, L-6311. MODERATE  
LIGHT Q-6760, Q-6462, R-485785, S-0-11, M-1100, Q-7572. SCANT  
LIGHT Q-3172, Q-3670, Q-7312, Q-400720, ACHEN, OFFENBURG,  
SAARBRUCKEN, Q-4182, MANNHEIM, W-1144, W-1141. HEAVY INACCURATE  
SCANT FREIBURG. LIGHT INTENSE ACCURATE-BRENGARTEN. MODERATE SCANT  
INACCURATE BILINGEN. INTENSE HEAVY KAISERSLAUTERN, SCANT HEAVY  
BITCHE Q-7845, HOMBURG Q-6670, ZWEIBRUCKEN, LUDWIGSHAFFEN, Q-6471.  
INTENSE LIGHT R-9630, Q-6669. MODERATE LIGHT BITCHE, Q-3890,  
Q-6363. SCANT LIGHT Q-6064, Q-3867, Q-3869, Q-9967. SCANT HEAVY  
Q-7365, Q-6772, INTENSE LIGHT Q-6161, Q-6361, Q-6760, Q-4570, TO  
Q-4572, Q-7943, R-3670, R-2009. MODERATE LIGHT Q-6161, HOMBURG,  
SCANT LIGHT R-2953, Q-6537. LIGHT INTENSE INACCURATE ST 3111

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MEDIUM SCANT INACCURATE AT MUHLHEIM.

GG 6 P-47'S.

----- W F B T T F -----

TT 161 40A

T

CC UNDER PARA "TT" FIFTH LINE THIRD GROUP SHOULD READ  
Q-6662, RPT Q-6662, INSTEAD OF "Q-661,"

1  
2  
3  
4  
5  
6  
7  
8  
9  
10

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6051/16.

Red 2047A

DJH

THIS PAGE IS UNCLASSIFIED

Information Copies to:

**THE**

URGENT URGENT

END 1 1111 1/2 101 MSC OF 3 ADDRESSEES

JAN 1 1977 10 2-1/15 70 07

RECEIVED JETV NR 9-2/13  
T AEA KKH

JUL 15 1964

JEFF V. JEFFERSON 9-1-15 0-  
TANT

FROM HQS FIRST TACTICAL AIR FORCE (PROVISIONAL) 190800A  
TO USSTAF (MAIN) ATT D/OPS USSTAF (REAR), SHAFT AIR (MAIN) OPS RECON  
AIR MINISTRY WAR ROOM WHITERALL 27AF 6 ARMY

~~CONFIDENTIAL~~ ~~NO~~

**FIRST TACAN CIRCUIT**

OPTION 73 - PERIOD 132000 TO 142000  
PART 1 - NUMBERS

26/73 B-245 ON AMMO BUNG-00406753, 565X100 (25.4 TONS) BUNG, GOOD  
26/73 B-245 ON AMMO BUNG-00406753, 70X230 & 400X100 (25.73 TONS)  
BUNG, GOOD.  
10/75 B-26 ON BAD MONSTER R/R BRIDGE-005335; 78X1000 (26 TONS)  
BUNG, EXPLORING- CLAIMS AND LOSSES N/A

## PART VI • FIGHTERS & FIGHTER/BOOMBOMBS

4- SAT. 4:30, RAIL CUTTING, -ROAD BLOCK, AIR COMBINATION, LEAFLET, ISGORY  
HIGH FIGHTER EXTENSIVE PATROL.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 01-20-2001 BY 60322 UCBAW

15.21 20. 21.2 22. 1 23. 0 24. 15.72 25. 2.34 PAGES: 46 WORDS: 1000

DATE: 1987 05 12 TIME: 14 15

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

25/24 A/C ON 20 VISUAL RECCE MISSIONS.  
25/23 A/C ON 19 PHOTO RECCE MISSIONS.  
2/2 A/C ON 1 ARTILLERY ADJUSTMENT MISSION.  
CLAIMS AND LOSSES NIL.

PART IV - ANNEX

2A- 25 TTH ARMY. DD- 423/409 P-472, 1/1 REAUGHTER

2B- 207.35 TONS BOMBS, 66 ROCKETS.

2C- LOCOS 7-10, R/R CARS 80-103, W/T 52-52, BLDGS 49-12, RAIL CUTS 24,  
R/R CRANE 0-1, TRAILER 2-3, BARRACKS 4-11 R/R DERRICK 0-1, HCV  
3-1, CUNE 3-1, AMMO DUMPS 0-4, R/R BRIDGES 1-3, FUEL DUMP 0-1,  
ROAD BLOCKS 12, R/R TUNNEL 0-1, SUPPLY DUMP 1-1,  
BRIDGES 0-2, APV 1-1.

2D- NIL.

2E- T/R NIL. PEAKS INTENSE HEAVY AT BINGER, MODERATE HEAVY AT R3569  
R3773, R3281, R3307, 26972, WOMBURG, 24688, R3640, SCANT HEAVY AT LANTAN  
WANNHEIM, NEUENKIRCHEN, ST. INGBERT, MAINZ, LUDWIGSHAVEN, FRANKENTHAL,  
R3009, R3497, R3905, 24472, 25180, R1921, R3194, R1545, R0719, 26079,  
26370, INTENSE LIGHT AT BINGER, KARLSRUHE, NEUENKIRCHEN, OFFWEILER,  
26059, 26374, R3173, R7742, R2834, R2940, R2140, 25662, MODERATE  
LIGHT AT R3569, R2784, R1183, R2033, R2249, R3477, R0835, 25976, R3543,  
25361, R1389, R1540, V1656, 25247, R1247, R2836, SCANT LIGHT AT  
FRONTZHEIM, NEUENKIRCHEN, BAD HONSTER, 25974, 26784, R1194, R4490,  
25960, 26472, 26273, R1204, 26375, 16217, R0130, R3060, 25537.

R2516

WINTER

BY 150000H  
EATING

CCNS IN LAST LINE PLS INSERT R2516 APT 26370 INT PLS INSERT R2516  
AFTER 26370. SHLD READ 26370. R2516 L4517  
THUS

6007/15

6007/15/09472

THIS PAGE IS UNCLASSIFIED

3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-

Information Copies to

1947

1-1 - 111 - 111 - 111

1913

... ..

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

7-77 2-77, 14-77 7-77

3

173-

12-1-69

1990

ALL DAY: HEAVY MIST; 32-75; LIGHT B. BREEZE; INTERMITTENT  
DRIZZLE; MODERATE WINDING; 100% RH; 101.0; LIGHT MODERATE INOC

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TE

6003/11-0245FAB

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

T 39

TAC 39

SUPVR JEUS V JETF W/M MULT ADDS MSG 4 ADDRESSES

JEUS V JETF NR SC-1  
URGENT

JEUS V JETF NR SC-2 "URGENT"  
T AFA XSM

JEUS V JETF NR SC-3 "URGENT"

JEUS V JETF NR SC-4 "URGENT"  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 141430  
TO (1) USSTAF (MAIN) ATT: D/CPS, (2) USSTAF (REAR), (3) SHAET  
AIR (MAIN) OPS RECORDS, (4) AIR MINISTRY WAR ROOM WHITEHALL  
(5) 2ND TAF, (6) 6TH ARMY  
CONFIDENTIAL BT

D-2943 MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE OPSUM NO 72 PERIOD 122000 TO 132000

42ND BOMB WING & XII TAC

PART I MEDIUM BOMBERS

17 B 26'S M/T DEPOT WM 097383 33.75 TONS GOOD  
36 B 26'S AMMO STORAGE WQ 613754 71 TONS GOOD  
3 B 26'S WINDOW MISSION WQ613754  
3 B 26'S WINDOW MISSION WQ 598765  
3 B 26'S FLAK POSITION WQ624759 GOOD  
36 B 26'S AMMO DUMP WQ 598765 EXCELLENT  
17 B 26'S AMMO & SUPPLY DUMP WQ 622769 GOOD

PART II FTRS & F/E

A. ARMED RECCES, AIR COOP, DIVE BOMB, RAIL CUTTING, ESCORT,  
RECONNAISSANCE  
B. 12 F 26'S 484 P 47'S 4 BEAUFIGHTERS 62 F5'S  
C. 116 B 26'S 477 P 47'S 4 BEAUFIGHTERS 62 F5'S  
D. 120.75 GP 10. IB 15 RDX 11.94 FRAGS 86 ROCKETS  
24 MAPALMS  
E. NIL  
F. NIL  
G. 5 B 47'S

Copy to: *1023*  
Information Copies to: *Ballent* *to* *just*

*Alb509*



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

H. 1 P 47'S

PART III RECONNAISSANCE

2 1/2 A/C ON TAC/R  
4/4 A/C ON 2 ARTILLERY ADJUSTMENT  
30/30 A/C ON PHOTO RECCE.

PART IV

A.A. SEVENTH US ARMY  
E.E. 128/116 B 26'S 454/477 B 26'S 4/4 BEAUFIGHTERS  
62/62 F 5'S  
C.C. 157.69 TONS  
D.F. M/T 26-21, AFV 6-3, BLDCS 36-19, LOCOS 6-9, R/R CARS  
39-159, GUNS 2-1, HDV 6-29, TRAILER 1-0, PONTOONS 7-0,  
BARGES 0-2, M/Y'S 7, E/A GROUND 0-0-3 SUPPLY DUMP 0-4,  
AMMO DUMP 0-1, TUNNEL 0-1, R/R BRIDGE 0-1, STAFF CARS 1-0,  
SWITCH HOUSE 1-1, RADAR STATION 0-4, BARRACKS 1-0, RAIL  
CUTS 30, ROAD BLOCKS 5  
E.E. NIL  
F.F. INTENSE HEAVY Q7074, Q 1232, R 1548, R 0454, R 0834,  
R1536: MODERATE HEAVY ZWEIBRUCKEN, NEUENKIRCHEN, LAUTENBURG,  
R1391, Q9774, Q7810, Q9990, R8139, Q7181, M6105: SCANT HEAVY  
NEUENKIRCHEN, ZWEIBRUCKEN, PIRMASENS, ENSHEIM, MANNHEIM,  
WORMS, GRIMSTADT, BASTATT, Q7873, Q9181, R1396, R4649, Q6276,  
Q5971, R3030, W1993, R3363, Q7373, R4555, Q7372, RC634:  
INTENSE LIGHT HOMBURG, MUHLACHEN, Q7074, Q9181, R1396, Q9839,  
R1547, R0455, R0834, R1536, Q9974, S0610, Q8790, R5562, R3179,  
R2621, R 4555, R9183, R 5941, R 3718, R1342: MODERATE LIGHT  
R1469, R1369, Q0420, R3570, R3141, R2139, Q7791, R6565,  
LAUDERBURG, S E OF WEIDENBURG: SCANT LIGHT ZWEIBRUCKEN,  
HOMBURG, Q9435, WOODS Q9536, R1194, R1764, Q5766, S0084,  
Q1539, Q6276, R4662, R8621, R7080, R2276, R0031: BARRAGE  
BALLOONS 8. AT GERMER-SHEIM 4000'; 20 AT SPEYER, 5000'; 12  
AT BRIDGE R4736, 5000'; 12 AT BRIDGE R518748; 6 AT LAKE 10  
MILES S E OF BADEN-BADEN, 1000'; 40-50 FLUFFY SILVER OBJECTS  
FLOATING IN AIR OVER S E EDGE OF SAARBRUCKEN BETWEEN  
3-6000' AT 1600 HOURS. SIZES RANGE FROM 6 TO 12 INCHES. AT  
1610 HOURS FLYING TOWARDS HOMBURG 15-20 BURSTS HEAVY FLAK  
Q676749 AT EXACT ALTITUDE OF A/C 3-4 MILES AHEAD.  
G.G. 6 P 47'S  
BT 141430A

POKER 1311 GEN

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

T 39

62 39  
12 14/1841/4 5M

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 48

TAC 48

JENS V JETF H/M MULT ADDS MSG 4 ADDRESSES

JENS V JETF NR 106-1 "URGENT"

JENS V JETF NR 106-2 "URGENT"  
T AFA XSN

JPJB V JETF NR 106-3  
"URGENT"

~~JPJB V JETF NR 106-4~~  
T AMY

FROM ~~FIRST TACTICAL AIR FORCE (PROV)~~

JPJB V JETF NR 106-4 "URGENT"  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 141833A  
TO (1) USSTAF (MAIN) ATT: D/OPS, (2) USSTAF (REAR), (3) SHAFF  
AIR (MAIN) OPS RECORDS, (4) AIR MINISTRY WAR ROOM WHITEWALL  
(5) 2 TAF, (6) 6TH ARMY GROUP  
CONFIDENTIAL BT

D-2956 1ST TAC AF (PROV)  
MULTIPLE ADDRESS - CONFIDENTIAL

OPSUM NUMBER 72 PERIOD 122000 TO 132000

FIRST FRENCH AIR CORPS  
-----

PART II - FIGHTERS & FIGHTER BOMBERS  
-----

| F/B  | FIGHTERS |
|--|----------|
| A ARMED RECCE<br>AIR COOPERATION<br>D/B  | SWEEPS   |
| B 157 P-47'S   | 36 SPITS |
| C 156 P-47'S   | 36 SPITS |
| D 26 TONS G.P. BY P-47'S<br>13 TONS I.B. BY P-47'S<br>13.25 TONS DEMP BY P-47'S<br>100 NAPALM TANKS BY P-47'S<br>168 ROCKETS FIRED BY P-47'S | NIL      |
| E THRU H: NIL  |          |

Action Copy to:

Information Copies to:

*D/ops*  
*D/Int Staff*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PRMI 111 - RELOC

5-0 SPITS WEATHER, 6-0 TAC/R F-5'S, 2-2 F-5'S P/R. CLAIMS &  
LOSSES: NIL.

PART IV - ANNEX

AA FIRST FRENCH ARMY  
BB 157/156 P-47'S  
CC 52.25 TONS, 100 MAFALM TANKS, 167 ROCKETS.  
DD LOCCS 3-0-10. PR CARS C-C-55, M/T 1-0-0, PR BRIDGES C-C-1,  
RAIL CUTS 2-0-0, OBSERVATION TOWER 1-0-0, FACTORIES (V-PARTS)  
2-0-0, ELDCS 17-0-0, DUMP 1-0-0, POAT BLOCK 3-0-0.  
EE E/A: NIL  
FF THROUGH GG: NIL.

...WEBSTER...

PT 141933

POKET 2005 GEN

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MAR 12 1945 8 28 PM

THIS PAGE IS UNCLASSIFIED

JEFF V. JEFFREY NR 88/14 '240111

31955

1-1. 1-1. 1-1. 1-1. 1-1. 1-1. 1-1. 1-1. 1-1. 1-1.

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

11

25738

6007/24

6007/09000

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

3 19.55-

**CONFIDENTIAL**

**CONFIDENTIAL**  
**FIRST EASTERN AIR FORCE (PROVISIONAL)**  
**Office of the Assistant Chief of Staff, A-2**  
**AFO**

**ATTACHMENT TO G-2 FORM 71**

**Form 1-10000 to 1-10000**

**CLASSIFICATION**

**SECRET**

**W/2** — 13

**T/2** — 2

**AFV A-3** — 4

**SECRET**

**SECRET**

**SECRET**

**SECRET**

**SECRET**

**CLASSIFICATION**

**SECRET**

**SECRET**

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

## HEADQUARTERS

## FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2  
APO 374

DSUM NUMBER 73

Period 132000 to 142000

| MISSIONS |        |       |     |
|----------|--------|-------|-----|
| XII TAC  | FR TAC | 42 BW | Tot |
| 81       | 17     | 3     | 101 |

## SORTIES

|            | XII TAC | FR TAC | 42 BW | Tot |
|------------|---------|--------|-------|-----|
| Ftrs       | 16      | 76     |       | 92  |
| F/B        | 397     | 144    |       | 541 |
| B/B        |         |        | 73    | 73  |
| Inc/R      | 44      | 10     |       | 54  |
| /R         | 23      | 2      |       | 25  |
| Arty. adj. | 2       |        |       | 2   |
| A/F        | 1       |        |       | 1   |
| Total:     | 483     | 232    | 73    | 788 |

| DAMAGE: | F/B    | M/B   | Total  |
|---------|--------|-------|--------|
| BP      | 219.50 |       | 219.50 |
| IB      | 24.75  |       | 24.75  |
| Demo    |        | 93.15 | 93.15  |
| RD      | 21.50  |       | 21.50  |
| TNT     | 6.     |       | 6.     |
| SAP     | 1.     |       | 1.     |
| Frags   | 3.38   |       | 3.38   |
| Total:  | 276.13 | 93.15 | 369.28 |

In addition, 66 rockets were  
launched by F/B.

## CLAIMS

42nd Bomb Wing - No claims.

|               | XII TAC | FR TAC | Total   |
|---------------|---------|--------|---------|
| Locos         | 7-10    | 23-1   | 30-11   |
| RR cars       | 80-103  | 170-80 | 250-183 |
| M/T           | 55-32   | 0-2    | 55-34   |
| Bldgs         | 49-14   | 200-2  | 249-16  |
| Rail cuts *   | 28      | 20     | 46      |
| RR crane      | 0-1     |        |         |
| Trailers      | 2-3     |        |         |
| Barracks      | 6-11    |        |         |
| RR derricks   | 0-1     |        |         |
| EDV           | 5-1     |        |         |
| Guns          | 1-1     |        |         |
| Ammo dumps *  | 0-4     |        |         |
| RR bridges *  | 1-3     |        |         |
| Fuel dumps *  | 0-1     |        |         |
| Rd blocks *   | 12      |        |         |
| RR tunnel *   | 0-1     |        |         |
| Supply Dump * | 1-1     |        |         |
| Bridges *     | 0-2     |        |         |
| Castle        |         | 0-1    |         |
| Towers        |         | 0-1    |         |
| Factories     |         | 0-2    |         |
| Turntable     |         | 1-0    |         |
| Round-house   |         | 0-1    |         |
| Loco park *   |         | 1-0    |         |
| ATV           | 1-1     |        |         |

## LOCATIONS

\* Ammo dumps - 4 damaged at Q623756, Q623756, Q598765, Q607799 & Q6275.  
 \* RR bridges - 1 destroyed at Q817472, 3 damaged at K083351, 2 damaged location unknown. \* Fuel dumps - damaged at R7743. \* Rail cuts - 2 at R5846, 1 at R112680, R118638, R035670, R073667, R080667, R089669, Q817472, 4 vicinity R1911, 2 at R115938, 1 at Q7388, 4 at R358698, 2 at M243062, 1 at L145092, M170100, 2 at R560619, 1 at M083351, L655170, 2 at W7729, 2 at V975492, 1 at V909980, 4 at H082, 2 at W680490, 6 at SCHMIDTGEN, 2 at Q668737, & 1 at W823621. \* Rd blocks Q632755, Q793425, Q794425, Q817472, vicinity R035673, 3 vicinity Q896480, 2 at Q607799, 1 at R385698, R132087. \* RR tunnel - damaged at R1911. \* Supply dump - destroyed at R560619. \* Unidentified bridges - damaged at L178016, M172098.  
 \* Loco park - destroyed at SCHMIDTGEN.

## LOSSES

|         | Lost | Dam | Missing |
|---------|------|-----|---------|
| XII TAC | 1    | 18  | 1       |
| FR TAC  | 1    | 3   |         |
| 42 BW   |      | 17  |         |
| Total:  | 2    | 38  | 1       |

XII TAC: 1 P-47 dest. possibly due flak.  
 1 P-47 missing last seen (R764)  
 4 P-47s dam. cat 2, flak.  
 1 P-47 dam. " 1 shell casing  
 12 P-47s dam. " 1, flak.  
 1 F6C dam. " 1, flak.  
 FR TAC: 1 P-47 dest. take of accident.  
 1 P-47 dam. cat 2, flak.  
 2 P-47s " " " "  
 42 BW: 17 B-26s " " 1, "



CONFIDENTIAL42 BOMB WING320th Bomb Group :

19/18 B-26s attacked Bad Munster R/R bridge-W883351, dropped 72x1000 (36 tons) Demos, Excellent. Time up 1245, TOT 1425, down 1552. No enemy opposition, claims or losses.

31st Bomb Group

25/25 B-26s attacked ammo dump at WQ606753, dropped 70x250 & 400x100 (28.75 tons) Demos, Good results. Time up 1235, TOT 1424, down 1630. Flak mod, acc, hvy from target. No claims, 13 B-26s dam Cat 1 flak.

34th Bomb Group

28/25 B-26s attacked ammo dump at WQ606753, dropped 565x100 (28.4 tons) Demos, Good results. Time up 1325, TOT 1425, down 1600. Flak int. hvy acc at Q5997. No claims, 4 B-26s dam Cat 1 due flak.

71 TAC415 Night Fighter Sq - Night 13/14 March

1/1 Beaufighter on patrol Strassbourg-Hagenau area, claims & losses nil.

27th Group - (7 missions, 85/82 sorties).

12/10 P-47s on ammo dump-Q607799, 24x500 GP, Fair.

14/14 P-47s on ammo dump-Q607799, 26x500 GP, Poor.

12/10 P-47s on Kaiserslautern, Neustadt R/R line, 24x500 GP, Poor. Also attacked supply dump-R2869 and communications.

24/24 P-47s on 2 air cooperation missions for all-square in Saarbrucken, Neuenkirchen areas, attacking ammo dump-Q595747, Q620750.

12/12 P-47s on 1 A/R mission in Neuenkirchen, Zweibrucken area, attacking flat cars loaded with tanks-Q2098, also communications.

12/12 P-47s on 1 rail cut mission on Kaiserslautern-Neustadt line, attacked tunnel-R1911.

Claims: R/R cars 5-6, N/T O-2, AVT O-1, Bldgs 2-5, Ammo dumps O-2, R/R tunnel O-1, Road blocks 2, R/R cuts 7.

Losses: 1 P-47 Cat 2 flak, pilot safe; 2 P-47s Cat 1 flak.

Tonnage: 40.25 GP, E/A: Nil.

50th Group - (3 missions, 100/100 sorties).

24/24 P-47s on 2 D/B missions: 12 a/c on barracks' supplies-Q595747, 16x500 RDX, 8x500 M76, 9x260 Frags, Excellent. 12 a/c on barracks-Q597725: 16x500 RDX, 8x500 M76, 4x260 Frags, 27 Rockets, Fair. Also attacked flat cars with M/Ts, gun positions and communications.

40/40 P-47s on 3 A/R missions in Neuenkirchen, Neustadt, Spoyer areas, attacking supply dump-R567618, supply & barracks-R358698, communications.

32/32 P-47s on 2 rail cut missions-M1108 to M2215, attacking R/R bridge-M173016, overpass M243062, also communications.

4/4 P-47s on 1 leaflet drop - 12 ZG112s, all dropped as briefed.

Claims: Locom 1-0, R/R cars 36-61, N/T 4-0, Barracks O-5, Bldgs 22-3, Guns 1-0, Supply dump 1-0, Bridges O-2, R/R cuts 10.

Losses: 5 P-47s Cat 1 flak, pilot's safe; 2 P-47s Cat 2 flak.

Tonnage: 4 GP, 6 TT, 20.5 RDX, 8 LB, 3.38 Frags, 66 Rockets.

86th Group - (9 missions, 87/87 sorties).

32/32 P-47s on 4 D/B missions: 8 a/c on ammo dump-Q595747, 16x500 GP, Poor. 8 a/c on ammo dump-Q623756, 16x500 GP, Poor. 8 a/c on ammo dump-Q632756, 16x500 GP, Good. 8 a/c on barracks-Q632755, 16x500 GP, Good. Also attacked sheds and communications.

55/55 P-47s on 5 A/R missions in Neustadt, Offenbourg, Pforzheim areas, attacking ammo dump-Q595765, M/Ys at Neustadt, Offenbourg, Pforzheim, tunnel-R2748, A/D-R7742, fuel dump-R7743.

Claims: Locom 5-9, R/R cars 20-29, N/T 41-22, Trailers 2-3, Barracks 6-6, Bldgs 2-2, R/R crane O-1, R/R derrick O-1, RDV O-1, Guns O-1, Ammo dumps O-2, Fuel dump O-1, Rail cuts 2, Road blocks 1.

Losses: 1 P-47 destroyed by flak, crashed R1696, pilot MIA; 1 P-47 pilot MIA last seen R7643; 4 P-47s Cat 1 flak; 1 P-47 Cat 1 unalng.

Tonnage: 43.5 GP, E/A nil.

## CONFIDENTIAL

324th Group - (8 missions, 64/64 sorties).

- 15/15 P-47s on 2 D/B missions: 8 a/c on ammo dump-Q599800, 43x250 Demo, Poor  
 5 a/c on ammo dump-Q599800, 48x250 Demo, Poor. Also attacked comm.  
 24/24 P-47s on 3 rail cut missions-30268-Landau, attacking barges and comm.  
 3/3 P-47s on 1 road block mission-Q896480.  
 3/3 P-47s on 1 air coop and A/R mission in Karlsruhe, Kaiserslautern area,  
 attacking rail bridge at Q817472.  
 8/8 P-47s on 1 air coop and road block mission-Q793425, factory-Q794426.  
 Claims: R/R cars 3-0, M/T 1-0, Bldgs 3-1, R/R bridge 1-0, Rd blocks 7  
 Tonnage: 37.2 GP, 1 RM. E/A: Nil.

358th Group - (6 missions, 76/76 sorties).

- 12/12 P-47s D/B rail bridge at Bad Munster, 22x1000 GP, 2x1000 SAP, Poor.  
 12/12 P-47s D/B ammo dump-Q5275, 16x500 GP, 8x250 GP, 8x500 M17, 8x500 M75  
 with good results.  
 12/12 D/B barracks and ammo dump-Q632756, 24x500 GP, 12x500 IB, MEO. Also  
 attacked flak position and communications.  
 24/24 P-47s on 2 air coop for Pelican in Saarbrücken and Bitch area, attack-  
 ing supply dump-Q7754, tanks-Q757511 and communications.  
 16/16 P-47s on 1 escort mission to 3-23s, no incident.  
 Loco 0-1, R/R cars 13-7, M/T 9-2, HDV 5-0, ATV 1-0, Dump 0-1, Rail  
 bridges 0-3, Bldgs 0-3, Rail cuts 2.  
 Losses: 1 P-47 Cat 1 flak, pilot safe; 1 P-47 Cat 2 flak, pilot safe.  
 Tonnage: 34 GP, 1 SAP, 8.75 IB. E/A: Nil.

Prov Recce Group - (42 missions, 69 sorties).

- 44/44 a/c on 22 visual recce missions.  
 2/2 a/c on 1 artillery adjustment mission.  
 23/23 a/c on 19 P/R missions.  
 Claims nil. Losses: 1 P-6c Cat 1 flak. E/A: Nil.

FIRST FRENCH AIR CORPS1st Group - (6 missions, 76/74 sorties).

- 53/56 Spits conducted fighter sweeps in the Karlsruhe, Stuttgart, Reutlin-  
 gen and Freiburg areas.  
 16/16 Spits provided escort to M/B.  
 Claims and losses nil.

3rd Group - (6 missions, 64/64 sorties).

- 30/30 P-47s conducted A/R in the Tuttlingen, Donaueschingen, Freiburg, Rott-  
 weil area. Targets attacked were factories at Luffingen, roundhouse  
 at W7729, loco park at Immendingen and a station at Sigmaringen.  
 34/34 P-47s provided air coop. Targets attacked were the village of Wyhl,  
 regiment Hq at V975492, battalion Hq at V955553.  
 Tonnage: 24 GP, 8 IB.  
 Claims: Loco 12-0, Bldgs 190-0, Castle 0-1, Towers 0-1, Factories  
 0-2, Turntable 1-0, Roundhouse 0-1, Rail cuts 5, Loco park 1-0.  
 Losses: 1 P-47 Cat 1 flak.

4th Group - (5 missions, 60/78 sorties).

- 45/45 P-47s conducted A/R in the Freiburg, Houstatt, Donaueschingen, Rott-  
 weil, Horb area. Targets attacked were barracks-II-E of Horb, rail  
 station at Horb and Schwenningen and Donaueschingen.  
 16/16 P-47s to D/B flak batteries at Q6275, Q6678, Q5675; 32x500 dropped,  
 but none of the positions were active, no claims.  
 16/14 P-47s D/B R/R siding at W6849 and W3262, dropped 26x500 GP, Fair.  
 Tonnage: 34.5 GP.  
 Claims: Loco 11-1, R/R cars 170-30, Bldgs 10-2, M/T 0-2, Rail cuts 1  
 Losses: 1 P-47 destroyed on takeoff; 1 P-47 damaged Cat 1 flak, 1 P-47  
 damaged Cat 2 flak. E/A: Nil.

2/33 Tac/R Sq - (6 missions, 12 sorties).

- 10/10 a/c conducted 5 Tac/R missions.  
 2/2 a/c conducted 1 P/R mission.  
 Claims and losses nil.

CONFIDENTIAL

## CONFIDENTIAL

WESTERN FRONT AIR FORCE

- 4/4 a/c made 4 artillery adjustment missions.  
 10/10 a/c bombed gasoline dump in Royan sector, dropped 10 tons with fair results, no losses.  
 2/2 a/c on 2 P/R missions.  
 3/3 a/c conducted 2 coastal command missions, attacked port buildings and defenses and enemy submarines. Dropped 2 tons. Results on sub not reported. Results on port installations: 1 20mm battery hit.  
 Losses: Nil.

FIRST FRONT AIR CORPS (Period 122000 to 132000 - Report delayed due communications failure)1st Group: - 5 missions, 40 sorties

1/0 2 Weather missions

3/3 3 Fighter Sweeps

Observations: 1 landing strip N of WILHELMSTADT - No A/C seen.

Claims and losses: Nil

E/A: White trails at 155 hours dividing into two trails leading W S of BADEN-BADEN at 30,000 feet.

3rd Group: 6 missions, 60 sorties

16/16 A/R VILLINGEN, ROTTWEIL, SULTZ attacking RR Bridge at W-77503.

16/16 DB Guns and factory (V-1 &amp; V-2) spare parts - W-355655, 7.25. Guns and 3 bldgs destroyed - Good.

28/28 4 Air cooperation missions in area V-95 attacking regimental headquarters. Generally fair-good results.

Claims: RR Bridge 0-1 (W-677503), RR Block 1 (V-25473), RR Out 1 (W-77503), Dump 1 (W-355655), Blags 3-0, Locos 0-2, RR Cars 0-10.

Losses: Nil

Tonnage: 13 GP, 7 IB, 7.25 Demos.

E/A: White trails as seen by 1st Group.

4th Group: - 9 missions 97 sorties.

1/0 Weather

28/28 2 A/R missions

16/16 D/B missions factory for V-1 &amp; V-2 spare parts W-378498, 7.25 GP.

Excellent-factory destroyed.

11/11 D/B factory for V-1 &amp; V-2 parts at W-050305, 5.5 GP, Excellent- factory destroyed.

33/33 3 Air cooperation missions in V-95 attacking battalion headquarters.

9/9 D/B Blockhouses V-866183, V-968200, 100 Napalm bombs, fair. Hit northern and southern blockhouses.

Claims: RR Cars 0-45, Locos 3-8, M/T 1-0, Bldgs 14-0, RR Blocks 2 (W-378498), RR Cuts 1 (W-050305), Factories 2 (W-378498) (W-050305), Observation

Tower 1-0.

Tonnage: 13 GP, 6 IB, 6 Demos, 100 Napalm, 165 Rockets.

Damaged: 1 P-47 Cat 1 Flak. E/A: 1 twin engine jet e/a NW of ROTTWEIL. No contact.

2/33 TAC/R Sq: - 4 missions 8 sorties.

6/6 Visual recon

2/2 P/R

Claims and losses: Nil

E/A: Nil

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

## RESUME OF WEATHER ON 14 MARCH 1945

ALL BASES AND TARGET AREAS: Widespread ground fog in early morning. Visibilities generally 500 yards or less improving slowly to  $\frac{1}{2}$  to 1 mile by 1000 hours, to 1-2 miles by 1100 hours, and 3-5 miles in the afternoon. Nil low clouds throughout day.

## COMMUNICATIONS SUMMARY

MOSELLE RHINE TRIANGLE: Road and rail observations were generally scant. Between Bad-Kruznach and Bingen one train was seen moving north. Scattered M/T were observed and coal and gravel cars were sighted at several points. The M/T at Neunkirchen was  $\frac{3}{4}$  full.

Medium Bombers attacked the Bad Munster rail bridge reporting good results and strike attack photos show the rail line temporarily unserviceable. Photo reconnaissance also reveals the line unserviceable between Landau and Hinterveidenthal due to damaged tunnel at R-133690. Repairs are in progress at this point.

Tree cutting has been observed in the Hagenau area during the past three weeks and one road block was observed on the main road at R-0526.

The Third Army is reported to have crossed the Moselle South of Koblenz and meeting with light initial resistance. Between Volldingen and Saarbrücken the enemy is reported withdrawing to the line of the Saar River and it is possible that further withdrawals may be contemplated.

RHINE VALLEY SOUTH OF KARLSRUHE: Moderate rail activity was observed east of the Rhine in the Karlsruhe area and the Heilbronn-Pforzheim line was normally active with movement to the South and West prevailing little road or rail activity was sighted in the Black Forest area, but roads in the snow covered country appear well used.

## INTELLIGENCE REQUIREMENTS:

1. Continued observations in Saarbrücken area for concentration of rail cars and M/T and activity which may indicate further withdrawal, or reinforcement.
2. Activity on the Neunkirchen St. Wendel line
3. Rolling stock in sidings at Kirkel Q-63076A, St. Ingbert Q-5576 Enied Q-7074, Biersbach Q-6673, North of Hassel Q-5875, Blickweiler Q-6568, St. Wendel Q-5996,
4. Status of the Bad Munster Rail Bridge M-383351.

G \* F

No German Airforce Activity was reported by units of the First Tactical Air Force (Prov) on 14 March 1945.

CONFIDENTIAL

C O N F I D E N T I A L8TH A.F.

2004 sorties.....Bombers 1247....Fighters 757.....

77/58 NIEMHAGEN Oil refinery, 197 tons. No results reported.  
 77/75 HANNOVER/GECHUDER, AFV plant, 264, " " "  
 58/56 MIBURG, " " 192.5 " " "  
 76/74 HANNOVER/EISENWERKE Tank plant, 221, " " "  
 14/61 HANNOVER/MASCHINENBAU " " 207.8, " " "  
 72/60 HILDERSHEIM/VDH, Jet casting plant, " " " 205.2 ton.  
 11/80 SEELZED, M/Y, 176.8 ton. " " "  
 49/144 LOHME M/Y, 313.8 ton. " " "  
 42/31 HOLEWICKIDE M/Y, 73 ton. " " "  
 30/126 GUTERLOH M/Y, 317.4 ton. " " "  
 0/68 OSNABROCK M/Y, 49.5 ton. " " "  
 0/110 GIESSEN M/Y, 255.3 ton. " " "  
 0/61 HANNOVER M/Y, 132.0 ton. " " "  
 0/12 HANDEL M/Y, 41.7 ton. " " "  
 21/72 VLAT RR Bridge, 345 ton. " " "  
 170/114 YEMME RR bridge, " " "  
 0/2 Target of Opportunity, 3.2 ton. " " "  
 25/588 Escort.  
 32/132 Fighter Sweeps.  
 Claims: 3/A 16-0.  
 Losses: 12 bombers (2 collision 1flak, 1 cause unknown, 8 IT  
 7 fighters (3 cause unknown, 4 IT)

R.A.F.

Night 13/14 40L sorties.  
 112/98 ERIN BENZOL plant, 449.9, PRO.  
 115/104 STARBURG BENZOL 463.6, Good.  
 50/46 BERLIN, 536, PRO.  
 26/25 BREMEN 33.5, PRO.  
 6/6 FRANKFURT, 2.7, Fair.  
 95/92 Counter Measures.  
 CLAIMS: NIL Losses: 3 a/c.

Day 209 sorties

89/35 HEINRICHSHUTTER BENZOL plant, PRO.  
 80/77 EICLADTIEBE " " "  
 19/15 BILLY BIL via-duct, Good.  
 21/15 ARTHURBERG " " Fair.  
 Claims: NIL Losses: 1 a/c.

9TH A.F.

Night 13/14, 4 sorties

4/4 Intruder.

Claims and Losses: NIL

Day 9th Bomber 399/355

77/67 GRASS/CHEIM airfield, 93.6, Fair.  
 0/7 Unidentified Target of Opportunity, 12.4, PRO.  
 72/65 BADENHAUSEN airfield, 99, Excellent.  
 0/2 GRASS/UNSTADT city, 2.8, PRO.  
 50/51 PRACHT RR bridge, 73, Excellent.  
 27/23 HAIGER RR Junction, 46, PRO.  
 48/47 MIEDERSCHELZ RR bridge, 94, Good.

C O N F I D E N T I A LT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## C O N F I D E N T I A L

26/24 COLERE RR bridge, 218, Excellent.  
 43/6 BAD KOEZNACH, 8.4, Excellent.  
 0/17 WALHAUSEN, 23.8, Excellent.  
 0/7 NINGERSCHEIG, 9.8, Good.  
 0/2 SINHEIM, 2.8, NRO.  
 56/47 MARSEBERG RR bridge, 94, NRO.  
 CLAIMS : NIL LOSSES: 3 a/c.

9th TAC 445 sorties  
 324/322 A/R BONN DUSELDORF & E of RHINE.  
 4/4 Leaflet Drops  
 117/116 INTERCEPTION.  
 Tonnage: 144 ton, 30 leaflets & 40 rockets.

19th TAC 492 sorties  
 160/160 Air cooperation 12th & 20th Corps.  
 52/52 A/R KOELENZ LIEBERG area.  
 165/162 Attacking supply dumps in A/R area.  
 32/32 Fighter Sweeps.  
 8/8 Interception patrol.  
 75/75 Escort.  
 Tonnage: 72 tons, 28 leaflets, 114 rockets.

29th TAC 319 sorties  
 245/245 A/R DUSSELDORF WESSEL RUHR area.  
 47/47 Escort.  
 27/7 Defensive patrol.  
 Tonnage: 141.88 tons, 133 rockets.

Consolidated Claims: E/A in air 12-3-17, M/T 525-250,  
 Locos 31-17, RR cars 789-488, Tanks 20-31, Bldgs  
 177-68, Guns 35-28, M/Y 0-15, Dumps 4-3, HDV 24-1,  
 Barges 4-4, Rail cuts 38, H2way cuts 20.

Consolidated Losses: 9 a/c.

2ND T.A.F.

Night 13/14 48 sorties.  
 36 A/R FRANKFURT area.  
 22 Defensive patrols.  
 Claims: M/T 0-3. Losses: NIL

Day 14 sorties, 79 bombers....612 Fighters.

61/57 HALTERS M/Y 96.25, Good  
 0/1 LOESFELD M/Y, 2, NRO.  
 18/16 BACHOLZ M/Y, 16 ton, Good.  
 26 A/R OSNABRUCK area.  
 185 Pre-arranged air cooperation, 21 Army Group.  
 391 Fighter Operations.  
 110 Recce.  
 Claims: E/A in air 1-0-0, M/T 11-8, Barges 1-3, Locos 2-1,  
 TRG 4-10, Ships 0-3, Rail cuts 5-8.  
 Losses: 1 a/c

C O N F I D E N T I A L

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AFA JEUA X

AFA JEUS XAN V AFF JETT NR 9 URGENT URGENT  
XAN T AMY  
JEUS T JEUS - JEJB

FROM FIRST TACTICAL AIR FORCE (PROV) 130915  
TO USSTAF (MAIN) ATT: D/OPS, USSTAF (REAR), SHAET AIR (MAIN) OPS  
RECORDS, AIR MINISTRY WAR ROOM UNITENALL, 2 TAF, 6TH ARMY  
CONFIDENTIAL BT

NR D 2781 FIRST TACAF (PROV)  
MULTIPLE ADDRESS

CONFIDENTIAL

OPSUM NUMBER 71  
PERIOD 112000 TO 122000  
FIRST THREE FRENCH AIR CORPS  
PART II - FIGHTERS & FIGHTER BOMBERS

Action Exec to  
Information Capable  
Start last 12-12-44

AFA JEUS XAN STAND BY FOR URGENT B/CAST 0 0

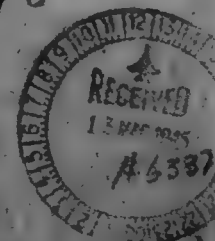
AFA JEUS XAN V AFF JETT NR 9 0 0

FROM FIRST TACTICAL

PORT AM

AFA JEUS XAN V AFF JETT NR 9 0 0

XAN T AMY  
JEUS T JEUS - JEJB





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL BT

NR 5 2781 FIRST TACAF (PROV)  
MULTIPLE ADDRESS

CONFIDENTIAL

OPSUM NUMBER 71  
PERIOD 112000 TO 122000  
FIRST FRENCH AIR CORPS  
PART II - FIGHTERS & FIGHTER BOMBERS

F/B

A ARMED RECCE  
B 16 P-47S  
C 15 P-47S  
D 7.25 GP  
E THRU H, NIL.

FIGNERS

FIGHTER SWEEP  
12 SPITS

PART III - RECCE

2-6 P-47S TAC/R, 3-2 P-47S WEATHER/R, CLAIMS AND LOSSES NIL.

PART IV - ANNEX

~~CONFIDENTIAL~~  
~~SECRET~~

AA FIRST FRENCH ARMY, BB- 16/15 P-47S, CC- 7.25 TONS, BOTHRU GS: NIL  
NR 2782 FIRST TACAF (PROV) (SAME HEADING, SAME DISTRIBUTION.,)

A2 BOMB WING & XII TAC

PART I - BOMBERS

39/15 B-24S AMMO DUMP 6506765, 33.25 TONS GP, NR  
A/3 B-24S WINDOW DROPPING IN AREA 6506765, SUGGESTION,  
CLAIMS AND LOSSES NIL.

PART II - FIGHTERS & FIGHTER BOMBERS

F/B  
A ARMED RECCE  
B 24 P-47S  
C SAME AS B  
D 11.5 TONS GP  
E THRU H, NIL.

FIGHTERS  
ESCORT, PATROL, H/T  
- 24 P-47S, 1 BEAUFIGHTER

PART III - ANNEX



CONFIDENTIAL BY

NR D 2781 FIRST TACAF (PROV)  
MULTIPLE ADDRESS

CONFIDENTIAL

OPSON NUMBER 71  
PERIOD 112000 TO 122000  
FIRST FRENCH AIR CORPS  
PART II - FIGHTERS & FIGHTER BOMBERS

F/B

FIGHTERS

A ARMED RECCE  
B 16 P-47S  
C 15 P-47S  
D 7.25 GP  
E THRU H: NIL.

FIGHTER SWEEP  
12 SPITS

PART III - RECCE  
2-8 P-47S TAC/R, 3-2 P-47S WEATHER/R, CLAIMS AND LOSSSES NIL.

PART IV - ANNEX

~~XXXXXXXXXX~~  
~~XXXXXXXXXX~~

AA FIRST FRENCH ARMY, BB- 16/15 P-47S, CC- 7.25 TONS, BOTHRU GG: NIL  
NR D2782 FIRST TACAF (PROV) (SAME HEADING, SAME DISTRIBUTION,,)

42 BOMB WING & XII TAC

PART I - BOMBING

39/18 B-26S AMMO BUMP Q596763, 39.25 TONS GP, NRO.  
- 4/3 B-26S WINDON DROPPING IN AREA Q596763, SUCCESSFUL.  
CLAIMS AND LOSSSES NIL

PART II - FIGHTERS & FIGHTER BOMBERS

F/B  
A ARMED RECCE  
B 24 P-47S  
C SAME AS B  
D 11.5 TONS GP  
E THRU H: NIL.

FIGHTERS  
ESCORT, PATROL, N/T  
- 24 P-47S, 1 BEAUFIGHTER

PART III RECCE

WEATHER 10-12 P-47S

CLAIMS AND LOSSSES, NIL

PART IV

ANNEX

AA SEVENTH U.S. ARMY  
BB24/24 BY P-47S  
CC 11.5 TONS BY P-47S  
DD BUILDINGS 0-1  
EE NIL  
FF L/A: NIL  
FLAK: INTENSE LIGHT B-0530, SCANT LIGHT G-783W  
GG NIL

HT 130915

AS Y C

MCC PSE INSERT AFTER 0 IN HEADING URGELINE URGENT  
J. STONE, AR X

AS FOR KK WITH RS AS REQUESTED  
HJUS KK WITH R PSE  
JEUS R.....13/11294

HB

K

THIS PAGE IS UNCLASSIFIED

10/13

11/13

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

March  
April 1st

22174

[illegible]

THIS PAGE IS UNCLASSIFIED

6008/10  
R 0820

8 23.11

THIS PAGE IS UNCLASSIFIED

*Handwritten:* 10/11/11  
JUNE 11 1961  
JUNE 11 1961

*Faint, mostly illegible text in the center of the page.*

*Handwritten:* 2-17-11  
JUNE 11 1961

*Handwritten:* 6007/10  
R 6806

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 3 TAC 3

JEUS V JETIF H/W MULTIPLE MESSAGE 5 ADDRESSES

JEUS V JETIF NR 2 -1 URGENT URGENT

T JEUS

JEJB V JETIF NR 2-2 URGENT URGENT  
T JEJB

FROM: FIRST TACTICAL AIR FORCE 110520A  
TO : USSTAF (MAIN) ATTS 2/OPS,  
USSTAF (REAR)  
SHAET AIR (MAIN) OPS RECORDS,  
AIR MINISTRY WAR ROOM WHITEHALL  
2ND TAF

CONFIDENTIAL BY

NR D-2655 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NUMBER 66

PERIOD 092000 TO 102000

FIRST FRENCH AIR CORPS

PART II FIGHTERS & FIGHTER BOMBERS

- A. ARMED RECCES, AIR COOPERATION, FIVE BOMBING,  
B. 25 SPIRIFERS, 33 P-47'S,  
C. 12 SPIRIFERS, 33 P-47'S,  
D. 16 C.P., 1-22 FRACS, 2, 1, B,  
E. THREE W, WIL

PART III RECONNAISSANCE

2/3 1/C ON TAC/RECCE.  
2/3 1/C ON PHOTO RECCES.

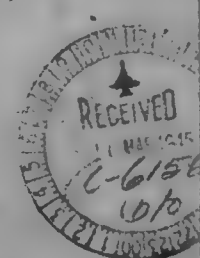
Action Copy to:

Information Copies to:

*D/INT*

*2/OPS*

*22415*



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART IV ANNEX  
\*\*\*\*\*

AA. FIRST FRENCH ARMY.

AB. 25/12 SPITFIRE 43/50 P-47'S.

AC. 21.22

AD. BLOC 10-4, M/T 2-0, ER CARS 10-25, RAIL CUTS 6

AE. WIL

AF. HEAVY INACCURATE SCANT-FREIBURG. LIGHT INTENSE ACCURATE-  
BRENGARTEN HEAVY MODERATE INACCURATE-FREIBURG MODERATE INTENSE-  
HEUBURG. MODERATE SCANT INACCURATE-BILINGEN.

AG. WIL

----- WEBSTER -----

BT 110320A

11/06/44 H/S

6003/11

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

11 11 03 6 10 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

JETS V JETT NR 3 - 1 URGENT URGENT

JETS V JETT NR 3 - 2 URGENT URGENT

JETS V JETT NR 3 - 3 URGENT URGENT

FROM: FIRST TACTICAL AIR FORCE  
TO: 1. USSTAF (MAIN) ATTS D/OPS  
2. USSTAF (REAR)  
3. SHAFT AIR (MAIN) OPS RECORDS  
4. AIR MINISTRY WAR ROOM WHITEHALL  
5. 2ND TAF

CONFIDENTIAL BT

NR 1-2694 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV)  
OPNUM NUMBER 69

PERIOD 092000 TO 102000

42ND BOMB WING & XII TAC

PART I MEDIUM BOMBERS

21/10 8-26'S ON SUPPLY DUMP VR-105664, 32.50 TONS, N.R.O.

PART II FIGHTERS & FIGHTER BOMBERS

A. ARMED RECCO, AIR COOPERATION, NAEL CUTTING, DIVE BOMBING.

B. 12 8-26'S 200 POUNDS & 500 POUNDS

C. 12 8-26'S 100 POUNDS & 500 POUNDS

D. 20 8-26'S 100 POUNDS, 10-75 8-26'S

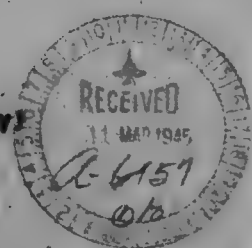
E. 100 8-26'S

PART III RECONNAISSANCE

Cable with  
17B

Action Copy to:

Information Copy to:



22420

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

24 A/C ON VISUAL RECCE  
3 A/C ON PHOTO RECCE  
3 A/C ON WEATHER RECCE

PART IV ANNEX  
-----

AA. SEVENTH U.S. ARMY.

BB. 21/15 B-26'S 202/197 P-47'S 4/4 BEAUFIGHTERS

CC. EA.96

DD. ELDCS 18-19, M/T 26-0, RVV 1-0, RR CARS 3-0, HDV 1-0, STAFF  
CARS 1-0, TUNNELS 0-1, RAIL CUTS 4, ROAD BLOCKS 4.

EE. NIL

FF. INTENSE HEAVY KAISERSLAUTERN, SCANT HEAVY BITCHE Q-7845, ROMBURG  
Q-6670, ZWEIBRUCKEN, LUDWIGHAVEN, Q-6471. INTENSE LIGHT R-9630,  
Q-6668. MODRATT LIGHT BITCHE, Q-3890, Q-6363.  
SCANT LIGHT Q-6064, Q-2447, Q-2869, Q-9967.

GG. NIL

----- WEBSTER -----

BT 110313A

6004/11  
11/0637A  
R  
88R



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
J  
S  
1  
4  
C  
1

31955

44  
White Station!

22/83

524/10

REUS

-----  
-----  
-----  
-----  
-----

-----

UNITED STATES OF AMERICA  
CPS PROPOS, ALL MINISTRY WAS WITH WHITEHALL, 2ND TAF,  
6TH ARMY

OR---C.21

LA 2714 FIRST TAC AF (PROV)  
MULTIPLE SOURCES  
CONFIDENTIAL

PLANT 1 UNIT 1 11 7038 (PROV)

CPGMA NUMBER 72

PERIOD 130000 TO 110000

42ND LOW WIND & TAC

PART 1 MEMORANDUM

THIS PAGE IS UNCLASSIFIED

Т  
Н

12. ( )

INDEXED

131

10/15/55  
MAR 12 1955 10 45 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319.53  
TAC 3  
JEUS V JETF ATTN SUPV HW MUL MSG 4 CALLS

JEUS V JETF NR 4-1    --0--    --0--

JEUS V JETF NR 4-2    --0--    --0--

T XSM

JEJB V JETF NR 4-3    ---0---    ---0---

JEJB V JETF NR 4-4    ---0---    ---0---

T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 120424A  
TO: USSTAF (MAIN ATT: D/OPS, USSTAF (REAR), SHAEF AIR (MAIN) OPS  
RECORDS, AIR MINISTRY WAR ROOM WHITEHALL, 2ND TAF, 6TH ARMY.  
GR---CONFIDENTIAL---BT

12415 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NUMBER 70  
PERIOD 102000 TO 112000

FIRST FRENCH AIR CORPS

#### PART II FIGHTERS & FIGHTER BOMBERS

A. FIGHTER SWEEPS, DIVE BOMB, ARMED RECCE.

B. 34 SPITFIRES 28 P-47'S

C. 23 SPITFIRES 28 P-47'S

D. 8 G.P. 6 ROCKETS

E. THRU H: NIL

#### PART III RECONNAISSANCE

2/0 SPITFIRES ON WEATHER RECONNAISSANCE, INEFFECTIVE.  
2/0 P-47'S ON WEATHER RECONNAISSANCE, INEFFECTIVE.

#### PART IV ANNEX

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA. FIRST FRENCH ARMY

BB. 34/23 SPITFIRES 28/28 P-47'S

CC. 8 TONS, 6 ROCKETS

DD. BLDGS 0-1 R/R CARS 2-10

EE. NIL

FF. E/A: NIL FLAK: LIGHT INTENSE INACCURATE AT W-513 MEDIUM  
SCANT INACCURATE AT NUHLHEIM.

GG. NIL

WESTERN FRENCH AIR FORCE

PART II FIGHTER & FIGHTER BOMBERS

A. ENEMY SHIPPING

B. 10 A/C

C. 10 A/C

D. 3 TONS, 1 SHIP DAMAGED

E. NIL

F. NIL

G. NIL

H. NIL

PART III RECONAISSANCE

2/2 A/C ON P/R IN ROYAN & LA ROCHELLE SECTOR

1/1 A/C ON TAC/R IN LA ROCHELLE SECTOR

CLAIMS & LOSSES: NIL

WEBSTER

6003/12

21A

12/0

582

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

OSUM NUMBER 67

Period 072000 to 082000

XII TAC - Night 7/8 March: No operations due to weather.  
Day 8 March: No operations due to weather.

42 DMB WING: No operations due to weather.

FR TAC: No operations due to weather.

WESTERN FRONT AIR FORCE

27/27 a/c carried out 4 bombing missions on Infantry work in the Royan sector.  
A total of 20 tons of bombs were dropped, with good results.  
2/2 a/c carried out an artillery adjustment mission.  
2/2 a/c carried out 2 strafing missions against light AA positions in the Royan sector.  
Claims: Nil. Losses: Nil.

WEATHER - 8 March

Mainly overcast conditions with ceilings 500 to 1,000' and very near the surface in hill regions. This was accompanied by light rain and drizzle most of the day and 2 to 3 miles visibility. Over the target areas there was a brief period of broken cloud at 1,200' during the late forenoon, but bases were mainly closed at that time.

Operational weather resume: Very poor.

Outlook for 9 March

Saverne Area: 5/10 to 3/10 clouds at 1,500' in early morning. At mid-day it will decrease to about 5/10, and increase slightly late in the afternoon. Visibility will be 4 to 6 miles all day.  
Southern Target Areas: Probably a larger amount of cloud down to less than 1,000'. Visibility will be good.  
Base Weather: Substantial breaks 7/10 to 9/10 cloud at 1,200 to 1,500'. Visibility 4 to 6 miles. Southern bases will have 3/10 to 5/10 at 1,000', and 6/10 to 8/10 at 2,500 to 3,000'. About noon, scattered showers 1100 to 1400 hours all over the area. There is a fair possibility for low level operations.

STATUS OF COMMUNICATIONS

There were no observations because of weather. The Moselle-Rhine triangle is the largest salient remaining in German control west of the Rhine, and may possibly receive reinforcement.

INTELLIGENCE REQUIREMENTS

The Rhine crossings at Bingen, Mainz, Worms, Mannheim, Speyer and Germersheim, and the routes stemming from them, should be watched for activity.

2nd TAF

Night 7/8 - 35 sorties.

12 a/c conducted A/R, and dropped 46x500 MC bombs in the IFFELBURG & HALTERN-  
A55 area.

26 a/c on uneventful interception patrols.  
Claims and losses nil.

- 1 -

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

Day 8 March - 12 sorties.

- 5 a/c on weather recon.
- 3 a/c on anti-shipping patrols off CALAIS.
- 4 a/c on scramble missions.
- Claims and losses nil.

## 9th AF

Night 7/8: No operations due to weather.

9th Bomber - total sorties 385/328, total tons dropped 562.86.

- 79/54 a/c on MULRACH-F49 M/T depot, 85.63 tons, NFO.
- 71/48 on BERG/CLADACH M/Y, 93 tons, NFO.
- 0/15 on OLPE-G06 communications, 30 tons, NFO.
- 21/18 on HENDRE-F74 communications, 35 tons, NFO.
- 55/46 on ALTHIRREN M/Y, 91 tons, NFO.
- 34/34 on TROISDRE-F54 communications, 49.25 tons, NFO.
- 43/39 on GUSTIN-G14-F04 communications, 53.75 tons, NFO.
- 43/39 on DUISDRE-F53 autobahn overpass, 56.75 tons, NFO.
- 39/0 a/c ineffective.
- 0/33 on SIGHE-G25 communications, 65.5 tons, NFO.
- 0/2 on unidentified target of opportunity, 2 tons, NFO.
- Claims and losses nil.

Day 8 March - 9th TAC & 19th TAC: Nil.

29th TAC - 7 sorties.

- 4 a/c alerted, uneventful.
- 3 a/c on weather recon.

## 8th AF

Day 8 March - 1343 (1344 Bombers, 299 Ftrs).

- 116/114 DESSAU-41 benzol plant, 336.7 HE, 2.2 IB, NFO.
- 114/37 BOTTROP-432 benzol plant, 105.5 HE, .7 IB, NFO.
- 117/75 BULR/SCHLERN-453 synthetic oil plant, 222 HE, 1.5 IB, NFO.
- 111/111 HULF/AUGUST VICTORIA benzol plant, 324.2 HE, 2.8 IB, NFO.
- 0/109 DESSAU-41 M/Y, 313 HE, 8.5 IB, NFO.
- 129/70 BIELEFELD-G14 M/Y, 99.7 HE, 89.3 IB, NFO.
- 135/114 SIGHE-G25 M/Y, 267.9 HE, 31 IB, NFO.
- 95/73 DILLBURG-333 M/Y, 171.8 HE, 22.5 IB, NFO.
- 114/99 LANGENFELD-461 benzol plant, 354.7 HE, NFO.
- 114/63 LANGENFELD/BRUGES-ASSE benzol plant, 204 HE, NFO.
- 144/110 DORNWIL-472 benzol plant, 300.3 HE, NFO.
- 154/122 FRANKFURT/HENDRETHIN-467 casting pressed parts factory, 212.2 HE, 212.2 IB, NFO.
- 0/69 GIESSEN-662 M/Y, 224.7 HE, 15.7 IB, NFO.
- 0/18 FRANKFURT-467 M/Y, 31.5 HE, 31.5 IB, NFO.
- 0/13 WEILAR-651 city, 44.5 HE, NFO.
- 0/10 LINDERG-429 city, 2.4 HE, 52 IB, NFO.
- 0/10 FRANKFURT city, 29 HE, NFO.
- 299/287 Fighters on escort.
- Claims nil. Losses: 3 (1 bomber, 2 fighters MYR).

## RAF

Night 7/8 - total sorties 1269.

- 528/484 DESSAU-417 town, 744 HE, 953 IB, Good.
- 282/274 HEIDE-482 oil plant, 711.2 HE, 12.9 IB, NFO.
- 241/213 HARBURG-544 oil plant, 1013.2 HE, 8.1 IB, NFO.
- 75/61 BERLIN city, 71 HE, 1 IB, NFO.
- 10/10 FRANKFURT-467 city, 8.5 HE, 1.6 IB, NFO.
- 9/9 MUNSTER-497 city, 2.7 HE, 2 IB, Good.
- 5/5 HANNOVER, BERLIN, DESSAU - siren tour, 4.5 tons, NFO.
- 20/20 Mine laying - successful.
- 99/99 Counter measures.
- Claims: 1/4 in air 14-1-10. Losses: 40 a/c, mostly due to E/A at DESSAU & HEIDE.

Day 8 March: Nil.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AFA V JEUS NR 690 7/JET 15/7 00  
FROM FIRST TACTICAL AIR FORCE (PROV) 060125  
TO JEUS

AFA  
TAN  
ANT  
CONFIDENTIAL BY

NR D 2303  
MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO 33 PERIOD 2502000 TO 042000

AN SEVENTH ARMY

RE 1643/1999 P-47'S

CO 736.21 TON

DD M/Y 33, LICO S 36-6, RR CUTS 76, ORD DUMP 0-1, RR CARS 373-610,  
M/T 133-99, RD BLOCKS 24, OPS TOWER 0-1, RR BRIDGES 1-6, BLDGS  
173-53, K/A IN AIR 3-6-3, CANAL LOCKS 0-1, HDV 31-3, AFV 3-10,  
GUNS 0-38, TUNNELS 0-3, POWER PLANT 0-1, SUPPLY DUMP 0-10, RD CUT  
1, BARRACKS 9-12, FUEL TANKS 3-2, FUEL DUMPS 0-3, BALLOONS  
0-7, TRACTORS 0-1, TANK SHOP 1, TANKS 2-23, TRAILERS 2-6, GRAIN  
ELEVATOR 0-1, SWITCH HOUSE 1-6, OBSERVATION CAR 1-6, PONTOON BRIDGE  
0-2.

II 3-6-2

17 MEDIUM HEAVY W5000, SCANT HEAVY NEUNSTADT, INTENSE LIGHT R2975,  
NEUNSTADT, W5392, W7600, MEDIUM LIGHT W5003, W4789, SCANT LIGHT  
W6361, W6635, W1300, SPEYKROOF, V 903400, NEUNSTADT, SCANT HEAVY  
R0536, MEDIUM LIGHT R1609, SCANT LIGHT S0077 S0477, S1172, S0377,  
R0983, INTENSE HEAVY R7133, BAD KRUNZACK, MODERATE HEAVY  
LUDWIGSHAVE, STUTTGART, M0330, R3090, R0210, SCANT HEAVY R0500,  
W2278, INTENSE LIGHT R1194, R3571, R3000, R3067, R04947, R0140,  
R0555, W19040, MODERATE LIGHT HOMBURG, R0337, R0370, R0970, W2278,  
SCANT LIGHT ZWIEBRUCKEN, R1394, R3500, Q6775, Q6000, Q7807, W1500,  
WEISSBURG, INTENSE HEAVY R4102, R4700, R4090, R4290, MODERATE  
HEAVY R4590, R0455, R4007, R3002, HEIDELBERG, S0530, SCANT HEAVY  
R4070, W0000, R415 220 TO FRANKENTHAL, DAISERSLAUTERN, TO LUDWIG-  
SHAVEN, INTENSE LIGHT R0500, R3200, R3090, R3593, R2732, R3001,  
R3079, R3500, R0140, Q9537, Q0373, MODERATE LIGHT R 40 00, R3704,  
R0455, R4007, R4070, R3320, R0553, R3002, R1294, HEIDELBERG, Q5400,  
SCANT LIGHT R2837, R1301, R4323, R3757, Q5076, R4000, Q5167, S0530,  
Q5161, Q5407, WISENBERG, NEUNSTADT, R3110, W0750, MODERATE HEAVY  
OFFENBURG, SCANT HEAVY R0010, R3514, INTENSE LIGHT R3000, W2300,  
BETWEEN W19000 AND W19000, R4000, W1900 0000, R0011,  
ZWIEBRUCKEN,  
WISSENBERG, SMALL ARMS FIRE 00700, ZWIEBRUCKEN.

RE 15 P-47'S

WEBSTER

BT 060125

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

Amber Copy 10

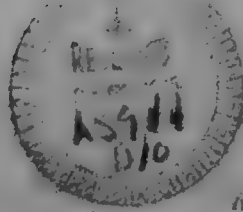
Amber Copy 10

Amber Copy 10



TAC 1 INI TAC 1

TAC 1



Action Copy to:

Information Design to:

*D/ops*  
*State Control*

URGENT URGENT

JENS V JETV ATTN SUPER MV NZL ADS MEC 2 CALLS

JENS V JETV NR 1-1 NO O

T JENS AFA XRM

JEDD V JETV NR 1-2 NO O

T JEDD AMY

21939

FROM HQS FIRST TACTICAL AIR FORCE (PROVISIONAL) 690213A  
TO UNSTAF (MAIN) ATT D/OPS UNSTAF (REAR) SHAET AIR (MAIN) OPS  
RECORDS AIR MINISTRY WAR ROOM WHITEHALL 2ND TAF 6TH ARMY

CONFIDENTIAL BT

NR DEAST FIRST TAC AF (PROV)

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV)

OPRUS NUMBER 67

PERIOD 072000 TO 082000

FIRST FRENCH AIR CORPS

PART II FIGHTERS & FIGHTER BOMBERS

NO OPERATIONS DUE WEATHER

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PART II RECONNAISSANCE

NO OPERATIONS DUE WEATHER

PART IV ANNEX

NO OPERATIONS DUE WEATHER

---

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NUMBER 67

PERIOD 072000 TO 082000

42ND BOMB WING & XII TAC

PART I MEDIUM BOMBERS

NO OPERATIONS DUE WEATHER

PART II FIGHTERS & FIGHTER BOMBERS

NO OPERATIONS DUE WEATHER

PART III RECONNAISSANCE

NO OPERATIONS DUE WEATHER

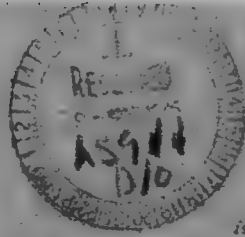
PART IV ANNEX

NO OPERATIONS DUE WEATHER

---

TAC 1 IMI TAC 1

TAC 1



Action Copy to:

*D/ops*

WESTERN FRENCH AIR FORCES

27/27 A/C CARRIED OUT 4 BOMBING MISSIONS AN INFANTRY WORK IN THE  
ROYAN SECTOR PD A TOTAL OF 26 TONS OF BOMBS WERE DROPPED WITH  
GOOD RESULTS PD

2/2 A/C CARRIED OUT AN ARTILLERY ADJUSTMENT MISSION PD

2/2 A/C CARRIED OUT 2 STRAFING MISSIONS AGAINST LIGHT AA POSITIONS  
IN THE ROYAN SECTOR PD

CLAIMS: NIL LOSSES: NIL

WEBSTER

BT 699213A

EL

*6001/9  
R 0305 LA*

RECEIVED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PTO)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 65

Period 062000 to 072000

## XII TAC:

415th Night Fighter Sqdn. - 11 at 6/7 March.  
NO OPERATIONS DUE WEATHER.

42nd Bomb Wing, Day 7 March.  
NO OPERATIONS DUE WEATHER

XII TAC, Day 7 March.  
NO OPERATIONS DUE WEATHER

French Tac, Day 7 March.  
NO OPERATIONS DUE WEATHER

Western French Air Force, Day 6 March.  
3 A/C on coastal command missions in the LORIENT, ST. NAZAIRE areas, 1 A/C  
attacked and forced the surrender and capture of an enemy trawler.

Western French Air Force, Day 7 March.  
NO OPERATIONS DUE WEATHER

## WEATHER

Mainly overcast conditions with intermittent drizzle and rain persisted over this area with variable ceilings from 500-1500 feet. Visibilities 2-3 miles in the morning, 3-4 miles in the afternoon. Target areas had overcast with drizzle during the entire day.

Operational weather resume: Very poor.

## STATUS OF COMBATATIONS

There were no observations because of weather.

## INTELLIGENCE REQUIREMENTS

1. Character & direction of road and rail movements connected with possible withdrawal or transfer of enemy troops and equipment facing the U.S. Seventh Army.

## TERR AIRCRAFT SIGHTINGS

- 2nd TAF- 1700 hours, single engine. E/A claims: 3-0-0.  
1545 hours, north of Rhine, FW-190 1-0-0.
- 8th AF- 0915 hours, Groningen. 6-8 unidentified possible jet 25000 feet, no contact.  
1000-1230 hours, East of Vorden airdrome 3 unidentified s/c, no contact. No E/A or activity on following airdromes: Dronholy, Achmer, Vochta.  
1115 hours, West of Born 1 unidentified twin jet.  
1450 hours, East of Berlin 4 ME 262's, 27000 feet. 5 P-51's were escorting P-51's. 3-33's when E/A were seen; they have been vectored as both pairs were seen at same time. 2 mustard brown and 2 gun metal blue. No engagement E/A disappeared in clouds.
- RAF Mtr. Com.- 0754-0806 hours, 170 miles East of St. Abbs Head 1 unidentified E/A.  
1030-1045 hours, North of the Shetland, 1 unidentified E/A.
- RAF Bomber Com.- 070020 24th airdrome 1-0-0 ground.  
070030 Groisswald 2-0-0 ground.

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

THE 6 DOLLS OVER U.K.

Night 5/7 March.

2145-2355 hours, 1 launched, 1 land fall none Greater London. No claims.  
2347-2353 hours, 4 launched, 1 land fall, none Greater London. Claims:  
1 B-1 fighters.

Day 7 March.

Fil

INTERCOM 2/0 OVER U.K.

1410 5/7 March- Fil.

6TH A.F.

Day 7 March (1209 Sorties, 970 Bombers 279 Fighters).

152/100 Libs, SLEST (A-43) RR center, 330.8 tons, IED.  
94/30 Libs, STRELFORD (A-35) via net 234.5 G.P., IED.  
113/24 Forts, DRENN (A-72), HERR (A-42), WERT (A-03), benzol plant,  
59 tons, IED.  
115/12 Forts, DRENN (A-72), HERRSCHEN (A-30), oil refinery, 138.2  
tons G.P., IED.  
105/100 Forts, DRENN, FISCHER, LIPPE (A-23), North benzol plant, 340 G.P.,  
IED.  
114/73 Forts, DRENN, FISCHER, LIPPE (A-23), South benzol plant, 243.5  
G.P., IED.  
121/77 Forts, GASTRO-BERLIN (A-62), benzol plant, 27.3 G.P., IED.  
0/11 Libs, PADERBORN (A-74), RR center, 3.5 tons, IED.  
0/157 Forts, SIESS (A-25), RR center, 475.2 G.P., IED.  
0/115 Forts, SIESS (A-2), RR center, 374.7 G.P., IED.  
0/35 Forts, FELD (A-31), 196.8 G.P., IED.  
1 Target of opportunity, .7 tons, IED.  
125 A/C on targets not attacked.  
35 A/C on fighter sweeps in KASSEL (A-20), BOHLENZ (A-89) area.  
Claims: Fil Losses: 1 Fighter (believed safe).

RAF DUMFRIES COMMAND

Night 5/7 March (401 Sorties).

57/82 Lancasters, KASSEL (A-24) town, 404.7 tons, IED.  
51/43 Mosquitoes " " " " " "  
42/30 Mosquitoes, BERLIN (A-75), 37.4 tons, Gool.  
172/165 Lancaster, KASSEL (A-27), train, ferry dock & shipping, 669.8 tons,  
IED.  
7/7 Mosquitoes, " " " " " "  
15 A/C on mine laying.  
7 A/C on counter measures.  
Bombage: 1171.9  
Claims: 2/1 air 1-0-0  
2/1 ground 0-0-2  
Losses: 1 Lancaster

9TH A.F.

Night 5/7 March.

Fil

Day 7 March (34 Sorties).

Bombers: Fil Fighters: 34.

9th Bomb Div., 9th TAC, & 19th TAC.

Fil

29th TAC (26 Sorties).

25 A/C on air cooperation with 16th Corps., 9.5 tons G.P., .78 tons I.E.  
40 rockets.

CONFIDENTIAL

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

9th A.F. consolidated Claims: 1/1 0-1, Bombs 3-0.

9th A.F. consolidated Losses: Nil

9th A.F. consolidated Bombs: 9.5 tons 2.P., .75 tons I.P., 20 Rockets.

Recce.

1/2 1/0 on Tac/R.

Claims: Nil Losses: Nil

20-1

Night 6/7 March (20 Flights).

2 1/0 on interception controls TAC/R (B-70) and North HARR (1-01) areas.

Day 7 March (132 Sorties).

31 1/0 in PULLER (B-74), HARRIS (1-58) over 1/0.

35 Bombs on rail canal. Missions against canal and military traffic.

2 1/0 on Recce.

114 1/0 on controls and ground 1 HARRIS & North HARR at GOMLY.

Claims: 2/1 1-0-0 1/0.

Bombs 1-5, HARRIS 20-24, Rail canal 15, R/T 1-4.

Losses: 1 Fighter

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**

**IN US STRATEGIC AIR FORCES IN EUROPE**

**INCOMING MESSAGE**

**EDITED LITERAL TEXT**

**MCK**

**URGENT CONFIDENTIAL**

**IN REFERENCE: D-2360 8 MARCH 1945**

**FROM : FIRST TACTICAL AIR FORCE 080747A**

**TO : USSTAF MAIN**

**TO : USSTAF 080942A**

**TO : USSTAF (MAIN)**

**FROM : WHITEHALL**

**TO : D/OCS, (REAR), SHARP AIR  
(REAR) IS RECORDS, AIR MINISTRY  
AIR HQ WHITEHALL, SECOND TAP, SIXTH  
FLOOR**

**FROM : FIRST TACTICAL AIR FORCE PROV**

**TO : WHITEHALL**

**First Tactical Air Force (Prov) 080747A to 082000A First French Air  
Corps**

**Part 2 Bombers and fighter bombers no operations due weather.**

**Part 3 Reconnaissance no operations due weather.**

**Part 4 Army no operations due weather.**

**First Tactical Air Force (Prov) 080747A to 082000A First French Air  
Corps**

**Part 1 Bombers no operations due weather.**

**Part 2 Bombers and fighter bombers no operations due weather.**

**Part 3 Reconnaissance no operations due weather.**

**Part 4 Army no operations due weather.**

**USSTAF MAIN DISTRIBUTION:**

**ACTION: D/OCS (5)**

**INFO : D/INTEL (5)**

**D/CG MS**

**C/S**

**STAT CONT (2)**

**USSTAF ADV**

**AG RECORDS**

**USSTAF MAIN IN 21765**

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

**THIS PAGE IS UNCLASSIFIED**

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2  
APO 3/4

OSUM NUMBER 65

Period 050000 to 052000

XII TAC:

415th Night Fighter Group - Night 5/6 March (1 Mission 1 sortie).

1/1 Beamlighter weather check and patrol without incident.

Claims: Nil Losses: Nil

D/A: Vectored to Eagle at 1840 hours. No contact due to bad weather.

Day 6 March

NO OPERATIONS FOR 1ST TAC AF UNITS DUE TO WEATHER.

GENERAL WEATHER FORECAST FOR 7 MARCH 1945

GENERAL SITUATION: General north to northwestern air flow over all areas with moist, unstable air.

NARROW BASINS AND TEN ARMY CORPS AREA: Overcast stratocumulus clouds at 800-1000 feet with intermittent rain and drizzle throughout the day. Clouds to cover hill tops. Visibility 2-4 miles but less than one mile in precipitation.

FRENCH BASINS AND UPPER RHINE VALLEY: Overcast stratocumulus clouds at 1-2000 feet with visibility 3-5 miles all day. A few local showers during the day during which cloud base will fall to 600-1000 feet and visibility to one mile or less.

#### STATUS OF COMMUNICATIONS

No observations due to weather. Ground reports and recent photo cover provide the following information not previously interpreted with respect to enemy communications on the Sixth Army front.

#### MOBILE - RHINE TRIANGLE

Elements of 6th SS Mountain Division have been reported at two points facing the Third Army. It may therefore be accepted that this division has succeeded in withdrawing from the Seventh Army front. It is also reported that two infantry divisions in the Saar area have probably received reinforcements. These movements may well be connected with the unusual amount of military traffic observed in the southern and western portions of the triangle during the past several days.

Photo cover of 2 March show through lines serviceable at REUSWILER, ST. WITTEL, WEINBURGER and ZWILLINGEN, despite recent bombing of marshalling yards and rail centers at these points.

Cover of the ALBY and KATZEN bridges on the same date show both to be serviceable. Of the two rail lines at KATZEN one had been damaged, one had been repaired and was serviceable. At REUSWILER the single track line was hit by 340mm mortar and the embankment at the south end of the bridge received 13 hits. The time since this cover has been sufficient however repairs to have been completed.

#### RHINE VALLEY and SAAR FOREST AREA

Reliable source states on 23 February no troops were observed in the FREIBURG area save those necessary for administrative and MP duties, but in the region from FREIBURG to RIDGEB (W-0150) work on defensive trenches was in progress. No large concentrations of troops observed in OFFENBURG, and trains were not being routed from DRAUESCHINGEN to OFFENBURG but instead were being sent from DRAUESCHINGEN to FREIBURG. At DRAUESCHINGEN an emergency track 4,000 yards long has been installed through the bombed-out station, enabling trains to go in a N-S direction at a speed of 4 MPH.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

INTELLIGENCE REQUIREMENTS

1. Character and direction of road and rail movements connected with possible withdrawal or transfer of enemy troops and equipment facing the U.S. Seventh Army.

GAF ACTIVITY

There were no enemy aircraft sightings reported by any of the Air Forces during the period.

8TH A.F.

NO OPERATIONS

R.A.F. Bomber Command

Night 5/6 (1100 Sorties)

731/647 CHECHITZ (X-66) M/Y, 1110.9 HE, 873.2 IB, Good.  
258/226 DHELEN (E-50) Synthetic oil, 867 HE, 2.2 IB, Good.  
75/70 Mosquitoes, BERLIN (Z-75), 66.2 HE, 2.3 IB, Good.  
15/14 Mosquitoes, GIESSENKIRCHEN City (A-42), 12.9 HE, 0.7 IB, NRO  
8/8 Mosquitoes, MANNHEIM City (M-50), 3.3 HE, 0.8 IB, NRO  
8/5 Mosquitoes, HALLENDORF City (G-89), 8.9 HE, NRO  
5 Siren tour, 4.6 HE, NRO  
Claims: Nil Losses: 29 A/C Unknown

Day 6 (167 Sorties)

119/117 Lancasters, SALZGEM (V-71) oil refinery, 458.2 HE, NRO.  
48/38 Mosquitoes, WESSEL town (A-24), 41.2 HE, NRO.  
Claims: Nil Losses: 1 Lancaster unknown W/A: Nil

2ND TAF

Night 5/6 (55 Sorties)

44 A/R COLOGNE, DUISBURG, OSNABRUCK, UTRECHT, attacking rocket sites and railway traffic. 14.75 tons. NRO.  
11 Mosquitoes on uneventful patrols in SIEG, ARHEM, COLOGNE area.  
Claims: M/T O-1 Losses: 1 Bomber unknown.

Day 6 (46 Sorties)

41 Uneventful patrols, alerts and escort to V.I.P.  
5 Rocco.  
Claims: Nil Losses: Nil

9TH A.F.

Night 5/6 (1 Sortie)

1 Black Widow, weather rocco.  
1 Boston Ineffective.  
Claims: Nil Losses: Nil

Day 6

9th Bomb Div. (299/276 Sorties)

77/39 RECKLINGHAUSEN (A-63), M/Y, 52.75, NRO.  
54/28 RECKLINGHAUSEN (A-63), town, 41.5, NRO.  
71/63 SIEGBURG (F-64), storage dump. 113.62, NRO.  
37/31 SIEGBURG (F-64), M/Y, 58.25, NRO.  
50/72 OPLADEN (F-47), M/Y, 106.5, NRO to excellent.  
0/31 KOCHUM city (A-52), 59.0, NRO.  
12 9 Targets of opportunity, 23.75, NRO.  
Claims: Nil Losses: 3 A/C NRE.

8 19th TAC

NO OPERATIONS.

2 AC (12 Sorties)

Air cooperation to 16th Corps attacking troops and guns at OSSENBERG (A-2032).

Sort-uneventful.

aims: M/T O-3, OAC O-13-O Losses: Nil

RECCO OAC/R Sorties.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

PRIORITY ~~SECRET~~

IN REPLY DATE: 1-2309 MAR 7

INTERNAL ADDRESS

FROM: FIRST TACAF 070925A

TO: CG ARMY AIR FORCE  
WASHINGTON, DC (CITE)  
STATISTICAL CONTROL DIVISION  
INFO: CG USSTAF  
ARMY: STATISTICAL CONTROL SECTION  
FROM: FIRST TACTICAL AIR FORCE  
PROV  
SPO: WESTER

TP: USSTAF 061239A  
ACWAR

Part I Here are statistics of aircraft dispatched aircraft attacking and tons of bombs dropped by the First Tactical Air Force from 1 Jan to 1 Feb 1945. P-47 dispatched 110, attacking 6834, tons on target 3284, total tons expended 3426. B-26 dispatched 1139, attacking 813, tons on target 1813, total tons expended 1494. F-5 dispatched 778, attacking 760. F-5 dispatched 196, attacking 153. Seafighter dispatched 47, attacking 41. Shipping claims nil.

Following are statistics on bombs expended by bomb type and type of aircraft. 100 general purpose, B-26 expended 360 total expended 360. 100 White Phosphorus P-47 expended 740, B-26 expended 100, total expended 840. 1000 general purpose P-47 expended 425, B-26 expended 800, total expended 1025. 1000 semi armor piercing P-47 expended 244, total expended 244. 20 frag B-26 expended 360, total expended 360. 260 frag P-47 expended 165, total expended 165. 460 incendiary P-47 expended 650, total expended 650. 120 GAL Napoli P-47 expended 28 total expended 28. 75 GAL Napoli P-47 expended 76 total expended 76. 500 incendiary P-47 expended 98 B-26 expended 72, total expended 170. 260 air burst B-26 expended 80 total expended 80. 325 Depth Bomb P-47 expended 31 total expended 31. 500 general purpose P-47 expended 10968, B-26 expended 4656, total expended 15624.

USSTAF MAIN DISTRIBUTION:

ACTION (WAR)

INFO: D/OPS (5)  
D/CG OPS  
D/INTEL (5)  
STAT CONT (2)  
D/ARM (2)  
AG RECORDS

USSTAF MAIN IN 21593

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 15 IMI TAC 15

TAC 15

URGENT URGENT

JUS V JETT ATTN SUPER HQ MUL ADR HSG 2 CALLS

JUS V JETT NR 6-1 "0 5"  
T JETS XSM

JJB V JETT NR 6-2 "0 0"  
T JJB AMY

FROM HQS FIRST TACTICAL AIR FORCE (PROVISIONAL) 070646A  
TO USSTAF (MAIN) ATT D/OPS USSTAF (REAR) SHAET AIR (MAIN) OPS REGORIS  
AIR MINISTRY WAR ROOM WHITEHALL 2ND TAF 6TH ARMY  
CONFIDENTIAL BT

MULTIPLE ADDRESS

NR 7 2306

FIRST TACTICAL AIR FORCE (PGOV)

OPSUM NUMBER 63  
PERIOD 052000 TO 062000

2ND BOMB WING & XII TAC

PART I MEDIUM BOMBERS

NO OPERATIONS DUE TO WEATHER

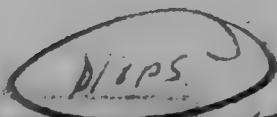
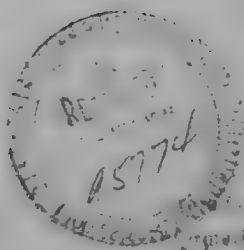
PART II FIGHTER BOMBERS & FIGHTERS

FIGHTER BOMBERS A THROUGH G NIL

A WEATHER CHECK AND PATROL (NIGHT)  
B 1 BEAUFIGHTER  
C 1 BEAUFIGHTER  
D THROUGH H NIL

PART III  
NIL

PART IV - ANNEX  
NIL



*Handwritten signature/initials*

21546

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

WESTERN FRENCH AIR CORPS  
NO OPERATIONS DUE TO WEATHER

WESTERN FRENCH AIR FORCE

PART I  
NIL

PART II

WB

A. ANTI-SHIPPING

B. 1 A-24

C. 1 A-24

D. THROUGH H: NIL

WEBSTER

HT 070646A

HL

6015

RD 07/0740A 20

NR 5 ES 7 43 M

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 10

JEUS V JETP ATTN SUPVR IN MUL ADS MSG 2 CALLS

JEUS V JETP NR 3-1 URGENT URGENT  
T JEUS AFA

JEUS V JETP NR 3-2 URGENT URGENT

T AMY XAH

FROM FIRST TACTICAL AIR FORCE (PROV) 070126  
TO JEUS

AFA

AMY

XAH

CONFIDENTIAL BT

NR D 2304

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO 33, PERIOD 252000 TO 042000

AA FIRST FRENCH ARMY

BB 521/507 P-47'S 166/128 SPITS

CC 222.03 TONS

DD LOCO 3 13-8, RR CARS 296-164, SUPPLY DUMPS 2-3, RR CUTS 98, RR  
BRIDGE 1-1, RD BLOCKS 2, HDV 1, RD CUTS 3, E/A INAIR 2-0-0, M/T  
9-2, SPUR TANK 0-1, RR STATIONS 0-2, CURS 0-1, ELGS 200-30, M/Y 2,  
AMMO DUMP 32, FACTORY 1-1, TUNNELS 0-1.

EE 2-0-0 AIR

FF HEAVY ACCURATE RASTATT, HEAVY ACCURATE FREIBURG, INTENSE ACCURATE  
X056432, LIGHT MODERATE VILLINGEN. LIGHT HEAVY MEDIUM INTENSE AND  
INACCURATE AT FREIBURG. LIGHT MEDIUM INTENSE ACCURATE ROTWEIL.  
LIGHT MEDIUM INTENSE ACCURATE HUFFINGEN. HEAVY ACCURATE SCANT  
FRIEDRICHEN. LIGHT INTENSE ACCURATE AT OFF. HEAVY INTENSE ACCURATE  
W336652. INTENSE LIGHT W345346, W275770, W220760, R929111, W940400,  
W600300, VILLINGEN, SCANT LIGHT FREIBURG, OFFENBURG. INTENSE LIGHT  
W345346, W275770, W220760, R929111, W940400, 600300, VILLINGEN. SCANT  
LIGHT FREIBURG, OFFENBURG. MEDIUM SCANT INACCURATE W992255, HEAVY  
MODERATE ACCURATE FREIBURG, HEAVY INTENSE ACCURATE FREIBURG, HEAVY  
ACCURATE SCANT LORRACH. HEAVY ACCURATE INTENSE DONAUSCHINGEN. HEAVY  
INTENSE ACCURATE KENTZINGEN, HEAVY MEDIUM ACCURATE W963271,  
FRIEDENSTATT, R262061 TO W202991. HEAVY LIGHT INTENSE DARNSTETTEN,  
MEDIUM INTENSE ACCURATE KENTZINGEN, MEDIUM INTENSE 963271. INTENSE,  
MEDIUM MEDIUM INTENSE DARSETTEN, LIGHT INTENSE ACCURATE KENTZINGEN,  
LIGHT, INTENSE INTENSE, W963271, LIGHT MEDIUM INTENSE W870190,  
W345346.

D/OPS

Int Seat Control

21519

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

60 8 P-47'S

WEBSTER

PT 070126  
ROSY KKK

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6010/07

Ref 0235A  
JPA

MR 7 ES 2 84 M

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 2

*pas complete*

JENS V JETT ATTN SUPVR WU MIL APS NSC 2 CALLS

JENS V JETT MR 2-1 URGENT URGENT  
T JENS AFA

*STAT*  
*ALINT - STATCONTROL*

JENS V JETT MR 2-2 URGENT URGENT  
T AMY XAU

FROM FIRST TACTICAL AIR FORCE (PROV) 060125  
TO JENS

AFA

XAU

AMY

CONFIDENTIAL PT

NR D 9303

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV) CDSUM NO 33 PERIOD 2502000 TO 042000

AN SEVENTH ARMY

1649/1999 P-47's

7 36.21 TONK

*21517*

DD MAY 33, LICO 36-6, PR CUTS 76, OFF DIRT 0-1, PR CARS 375-10,  
W/T 133-89, RD BLOCKS 24, OFF TOWER 0-1, PR BRIDGES 1-0, BLDGS  
173-53, F/A IN AIR 3-0-3, CANAL LOCKS 0-1, WTV 31-5, AFV 5-10,  
CHMS 2-54, TUNNELS 0-3, POWER PLANT 0-1, SUPPLY DIRT 0-10, RD CUT  
1, BARRACKS 9-12, FUEL TANKS 5-2, FUEL PUMPS 0-3, BALLOONS  
6-7, TRACTORS 0-1, TANK SHOP 1, TANKS 2-23, TRAILERS 2-0, GRAIN  
ELEVATOR 0-1, SWITCH HOUSE 1-0, OBSERVATION CAR 1-0, PONTON BRIDGE  
0-2.

EE 2-0-2

314  
MEDIUM HEAVY W3080, SCANT HEAVY WEINSTADT, INTENSE LIGHT R2975,  
WEINSTADT, W3393, W7682, MEDIUM LIGHT W3083, W4789, SCANT LIGHT  
W3361, W6883, W1385, SPEYERDORF, V. 983490, WEINSTADT, SCANT HEAVY  
R0336, MEDIUM LIGHT R1689, SCANT LIGHT R0277 R0477, R1172, R0377,  
R9983, INTENSE HEAVY R7133, BAD KRUMTHACK, MODERATE HEAVY  
LUTWIGSHAU, STUTTGART, W0339, R3250, R9210, SCANT HEAVY R3369,  
R1409 R2278, INTENSE LIGHT R1194, R3271, R3080, R2667, R0309RUM  
R0555, W190940, MODERATE LIGHT WOMBURG, W0339, R0578, R0075, W2278,  
SCANT LIGHT ZWIEBRUCKEN, R1394, R3369, R0775, R0048, R3287, W150078,  
WEINBERG, INTENSE HEAVY R4162, R4765, R4078, R0393, MODERATE  
R0393, R0455, R4687, R3062, WEINBERG, R0330, SCANT HEAVY

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

R4070, WORME, R415 320 TO FRANKENTHAL, PAISERSLAUTERN, TO LUDWIG-  
SHAVEN, INTENSE LIGHT R058, R3260, R3090, R3593, R2732, R3891,  
R5079, R3369, R2140, Q9537, Q2873. MODERATE LIGHT R 40 66, R5794,  
R0455, R4687, R477, R3329, R6 53, R3062, P1294, WEIDELBERG. Q5465,  
SCANT LIGHT R2837, R1381, M4323, R3757, Q5876, R4060, Q5167, SC530,  
Q5161, Q5467, WISSEMBERG, NEUMSTADT, P3115, W0754. MODERATE HEAVY  
OFFENSIVE, SCANT HEAVY R3011, R7536, INTENSE LIGHT R3850, W2368,  
BETWEEN W182882 ANT W188900, R54562, W1793 Q8790, R3011,  
WEIFENBUCKEN,  
WISSEMBERG.. SMALL ARMS FIRE Q6709, WEIFENBUCKEN.

CG 15 P-47'S

WEBSTER

BT 060123  
POSY KKK

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6009/07

Ref 0238125H  
7 55 2 33



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TRY THIS ONE PSI .

ATA 7 JUNE 65 213/06 URGENT - URGENT  
T-XM

FROM FIRST TACTICAL AIR FORCE (PROV) 060236A  
TO: USSTAF (MAIN) ATT: D/OPS, (2) USSTAF (REAR), (3)  
SHAETF AIR (MAIN) OPS RECORDS, (4) AIR MINISTRY WAR ROOM  
WHITEHALL, (5) 2 TAF, (6) 6TH ARMY  
CONFIDENTIAL BT

D-2236 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NUMBER 65 PERIOD 042000 TO 052000

42 BOMB WING & XII TAC

PART I - MEDIUM BOMBERS

1 MISSION, 25 SORTIES, 45.3 TONS DEMOS.  
25 B-26'S DROPPED 97 X 1000 DEMOS ON R/R TUNNEL AT SAN  
REMO, ITALY-V0399073, FAIR RESULTS,  
LOSSES NIL.

PART II - FIGHTERS & FIGHTER BOMBERS

A AIR COORDINATION, A/E, D/E, INTERDICTION.  
B 150 F-47'S.  
C 148 F-47'S.  
D 15.7 RDX, 67.5 GP, 1.36 FRACS.  
E THROUGH H: NIL.

PART III - RECCE

30/30 F-5'S VISUAL RECCE.  
2/2 F-5'S ARTILLERY ADJUSTMENT.  
CLAIMS AND LOSSES NIL.

PART IV - ARMY

D/OPS  
D/INT  
STATLINTL

21282

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA US 7TH ARMY  
BB 156/148 P-47'S  
CC 84.76 TONS.  
DD LOCOS 1-1, R/R CARS 34-22, M/T 16-3, HDV 8-1, ATV 7-1,  
BLDG 17-6, GUNS 8-1, OPERATIONS TOWER 8-1, RAIL CUTS 7,  
ROAD BLOCKS 3, M/T ATTACKED 4.  
EE NIL  
FF E/A NIL. FLAK: MODERATE HEAVY Q7972, R2984. SCANT HEAVY Q6975,  
Q6422, HOMBACH, INTENSE LIGHT Q3978, SAARBRUCKEN, Q4169,  
HATZ, R  
134, R1523. MODERATE LIGHT Q7972, Q6975, NEUSTADT,  
R2984. SCANT LIGHT Q6272, R2848, R2886, R2593, R2486,  
FRANKENSTEIN, R1268, Q6975.  
GG NIL

~~WEBSTER~~

FIRST TAC AF (PROV)  
OPSUM NO. 64, PERIOD 042800 TO 052800

FIRST FRENCH AIR CORPS - PART II, FIGHTERS & FIGHTER BOMBERS

A-D/B. B-12/12 P-47'S C-12/12 P-47'S. D-24X500 GP.  
E THRU H: NIL.

PART III - RECCE

2/1 P-47'S WEATHER RECCE, CLAIMS AND LOSSES NIL.

PART IV - ANNEX

AA 1ST FRENCH ARMY  
BB 12/12 P-47'S.  
CC 6 TONS  
DD BLDGS 2-2, RAIL CUTS 4.  
E NIL  
FF E/A NIL. FLAK: MODERATE INTENSE ACCURATE V899124.  
GG NIL

~~WEBSTER~~

BT 060236A  
NOM BBB  
AEA;R .....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

319.55 Summary per 1422a

SSSS

TAC 3 IRI TAC 3

TAC 3  
URGENT URGENT

JEUS V JETV ATTN SUPER HW MUL ADS MSG 2 CALLS

JEUS V JETV NR 3-1 "0 0"  
537 -1-  
JEUS AFA

JBJS V JETV NR 3-2 "0 0"  
T JBJS AMY ISM

FROM HQS FIRST TACTICAL AIR FORCE (PROVISIONAL) 030257A  
TO USSTAF (MAIN) ATT D/OPS USSTAF (REAR) SHAET AIR (MAIN) OPS  
RECORDS, AIR MINISTRY TAP ROOM, WHITEHALL, 2ND TAP 4TH ARMY  
CONFIDENTIAL BY  
MULTIPLE ADDRESS

NR 3 2122 FIRST TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 63

PERIOD 032000 TO 042000

FIRST FRENCH AIR FORCE

PART II FIGHTERS & FIGHTER BOMBERS

A. ARMED RECCO, PRE BRISTOL BOMBING, AIR COOPERATION SWEEP.

B. IN SPITFIRE 72 P-47's

C. IN SPITFIRE 72 P-47's

D. 2-3 GPs

Cable Written  
418

05365

01000

21099

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART III RECONNAISSANCE

2/3 P-47'S ON WEATHER RECCE.

PART IV ANNEX

AA FIRST FRENCH ARMY

BB 12/15 SPIRITFIRE 75/72 P-47'S

CC 5.3 C.F.

DD BLDGS 7-12 RAIL CUTS & ROAD BLOCKS 1

EE NIL

FF MEDIUM SCANT INACCURATE 9-992255, HEAVY MODERATE ACCURATE FREIBURG,  
HEAVY INTENSE ACCURATE FREIBURG, HEAVY ACCURATE SCANT LORRACH,  
HEAVY ACCURATE INTENSE DONAUSCHINGEN

GG 2 P-47'S

WEBSTER

BT 0257A

EL

6003/050428A

REF 4 05.4 30 12

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Call Written  
STB*

*(Hops)*

*Don't let it out*

TAC 2 THE TAC 2

TAC 2

URGENT URGENT

REUS V JETT ATTN SUPER HQ MUL ADS MSC 2 CALLS

REUS V JETT NR 4-1 "0 0"

DEUS V JETT

REUS V JETT NR 4-2 "0 0"

9 1800 PM AM

FROM HQS FIRST TACTICAL AIR FORCE 050236A  
TO VETO USSTAF (MAIN) ATT D/OPS USSTAF (HEAR) SHAET AIR (MAIN) OPS  
RECORDS, AIR MINISTRY WAR ROOM WHITEALL 2ND TAF 6TH ARMY  
CONFIDENTIAL BT

MULTIPLE ADDRESS

NR 02124 FIRST TAC AF (PROV)  
FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 63  
PERIOD 032000 TO 042000

ARMED BOMB WING & VII TAC

PART I MEDIUM BOMBERS

NO OPERATIONS DUE WEATHER

PART II FIGHTERS AND FIGHTER BOMBERS

A ARMED RECCES, AIR COOPERATION, PRE-BRIEFED BOMBING, RAILCUTTING

B 25 P-47'S & BEAUFIGHTERS 12 P-51'S

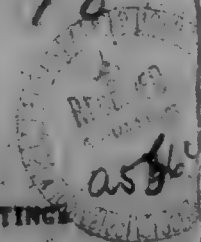
C 12 P-47'S & BEAUFIGHTERS 12 P-51'S

D 24000 KAP. 9.76 F-2. 9 R.D.F. 2.06 FRACH

F HIL

319.55

21098



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 P-47

1 P-47

PART II RECONNAISSANCE

12/12 P-31'S ON 6 RECCE MISSIONS

PART IV ANNEX

AA SEVENTH U.S. ARMY

BB 70/112 P-47'S 1/4 BEAUFIGHTERS

CC 75.22

DD LOCOS 8-7 RR CARS 34-44 W/T 19-17 BLDGS 21-6 ATV 4-3 GUNS 1-0  
CANAL LOCKS 0-1 W/T 0-1 RAIL CUTS 3 RD BLOCKS 2

EE HTL

FF FLAKS


MODERATE HEAVY OFFENBURG. SCANT HEAVY R-3011, R-7536. IN-  
LIGHT R-3850, W-2362, BETWEEN V-192882 AND W-188900, R-  
549628, W-1793, Q-8790, R-3011, ZWEIBRUCKEN. MODERATE  
LIGHT R-1667, R-4519, R-3950, R-3563, R-4544, W-1983,  
KARLSRUHE, RASTATT. SCANT LIGHT W-2098, R-3835, R-350660,  
R-3620, Q-8790, R-8139, ZWEIBRUCKEN, WISSENBURG. SMALL ARMS  
FIRE Q-8709, ZWEIBRUCKEN.

GG 1 P-47

WEBSTER

HT 050256A

IL

6002/050405A 

WAR B ES 4 17 AM

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 62

Period 022000 to 032000

THIS PAGE IS UNCLASSIFIED

3/2/55

| MISSIONS   |        |       |        |       | CLAIMS  |        |        |
|------------|--------|-------|--------|-------|---|--------|--------|
| XII TAC    | FR TAC | 42 WG | WEAF   | Total | 42 BOMB WING & WEAF: Nil.   |        |        |
| 78         | 18     | 6     | 3      | 105   | XII TAC   | FR TAC | Total  |
| SORTIES    |        |       |        |       | B/A in air  | 1-0-0  |        |
| XII TAC    | FR TAC | 42 WG | WEAF   | Total | R/R cars  | 37-106 | 13-7   |
|            |        |       |        |       | Locos   | 8-5    | 0-1    |
| Ftrs       | 44     | 40    |        | 84    | M/T   | 38-32  | 8-0    |
| F/B        | 340    | 101   |        | 441   | Bligs   | 54-13  | 103-17 |
| F/B        |        |       | 140    | 140   | Supply Dumps *  | 0-2    | 1-1    |
| Weather    |        | 4     |        | 4     | Road blocks *   | 7      | 1      |
| Tac/R      | 50     |       |        | 50    | Rail cuts *   | 11     | 32     |
| R/R        | 20     |       | 1      | 21    | Ordnance Dump *   | 0-1    |        |
| arty adj.  |        | 4     |        | 4     | Guns  | 3-9    |        |
| F/F        | 5      |       |        | 5     | HDV   | 11-4   |        |
| anti-ship  |        |       |        |       | Tanks   | 2-3    |        |
| Total: 459 | 149    | 140   | 2      | 751   | AFV   | 0-2    |        |
| TONNAGE:   |        |       |        |       | Tunnels *   | 0-1    |        |
|            | F/B    | M/B   | Total  |       | M/Y's attacked *  | 6      |        |
| GP         | 188.00 |       | 188.00 |       | Observation car   | 1-0    |        |
| RDX        | 23.25  |       | 23.25  |       | Pontoon Bridges *   | 0-2    |        |
| IB         | 5.75   |       | 5.75   |       | Ammo Dump *   |        | 1-0    |
| Frag       | 9.11   | 8.90  | 18.01  |       | Factories   |        | 2-0    |
| Depth      | 1.30   |       | 1.30   |       | Road junction   |        | 1      |
| Demo       |        | 21.00 | 21.00  |       | LOCATIONS: *Road blocks- M1709, R2089, R3847, Q4866, R1783, R3274, R4978, R3322, Rail cuts- M1709, Q9869, Q9769, R2689, R1793, R4683, R4878, 4 at R4891, W5686, W0255, W1060, 2 at W0464, W0259, W0257, W0363, 3 at W0255, 12 between R2606 and W2099. *Pontoon bridges- R2932, R4763. *M/Y's attacked- R4687, R4187, R3786, HEIDELBERG, Q7997, R2837. *Tunnel at M170934. *Ordnance Dump at R5891. *Ammo Dump at V965354. *Supply Dumps- 1 destroyed at V963271, 1 each damaged at Q8873, R357698 and BTHH111. |        |        |
| Total:     | 227.41 | 29.90 | 257.31 |       |   |        |        |

In addition, 121 Rockets were fired.

## LOSSES

|          |     |      |   | XII TAC: 2 P-47's lost to flak, 1 pilot MIA, 1 bailed in friendly territory. |  |  |  |
|----------|-----|------|---|--|--|--|--|
| Lost     | Dam | Miss |   | 1 P-47 lost, bomb blast, pilot MIA.  |  |  |  |
| XII TAC  | 3   | 15   | 0 | 1 P-47 Cat 1, shell casing.  |  |  |  |
| FR TAC   | 0   | 3    | 0 | 10 P-47's Cat 1 flak.  |  |  |  |
| 42 WING  | 0   | 0    | 0 | 4 P-47's Cat 2 flak.   |  |  |  |
| WEAF     | 0   | 0    | 0 | FR TAC: 3 P-47's Cat 1 flak.   |  |  |  |
| Total: 3 | 18  | 0    |   | 42 BOMB WING & WEAF: Nil.  |  |  |  |

42 BOMB WING - (6 missions, 140 sorties).

320th Bomb Group - (2 missions, 53 sorties).

3/0 B-25's on flak positions Q575762, ineffective due to weather. Time up 0815, TOT 1026, time down 1213.



## CONFIDENTIAL

50/0 B-26's on Ammo Dump Q598765, ineffective due to weather. Time up 0815, TOT 1028, time down 1213.  
Observations: 6-8 silver balls, 6-12", 15,000' at Q0585 at 1000 hrs.

17th Bomb Group - (2 missions, 48 sorties).

6/0 B-26's on flak positions W583793, ineffective due to weather. 1 a/c dropped 16x260 air burst frags at Q6073, bombardier error. Time up 0714, TOT 0935, time down 1124.

42/0 B-26's on Ammo Dump Q599800, ineffective due to weather. Time up 0714, TOT 0935-1018, time down 1140.

0/18 B-26's on target of opportunity, SAARBRUCKEN-Q4671 dropped 178x100 frags and 16x250 bombs with good results. Time up 0714, TOT 1018, time down 1140.

Observations: Possible jet a/c circled high above formation over Saarbrücken at 1018 hrs. Pilot observed to bail out of single engine unidentified a/c five miles east of ST. TRIER Q6597 at 0935 hrs. One twin engine a/c followed formation at 13,500' for three minutes at 1019 hrs in Saarbrücken area.

34th Bomb Group - (1 mission, 28 sorties).

28/0 B-26's on Ammo Dump Q606753, ineffective due to weather. Time up 0750, TOT 1000, time down 1155.

31st Bomb Group - (1 mission, 11 sorties).

11/0 B-26's on Ammo Dump Q628769, ineffective due to weather. Time up 0803, TOT 1010, time down 1200.

Claims and losses for 42nd Bomb Wing nil.

XII TAC415 Night Fighter Sq - Night 2/3 - (5 missions, 5 sorties).

4/4 Beaufighters on intruder patrol.

1/1 Defensive patrol.

Claims: F/A in air 1-0-0 W-200, M/T 1-1, Locos 2-3, R/R cars 0-10.  
Losses: Nil

E/a: At 0906 hrs contacted bogie 20 miles east of BACCARAT, identified as W-200 (4 engine transport) and opened fire at 1,000' range. Two starboard engines caught fire. Lost sight of e/a and then saw it hit ground and explode in vicinity of BACCARAT-V2684.

50th Group - (5 missions, 76 sorties).

7/32 P-47's on 2 R/R interdiction missions in DORN area.

16/16 D/R R/R bridge M17008, 3 tons GP - poor, 5 rockets - NRO.

16/16 A/R in LAVAL area attacked communications and warehouse-R296630.

12/12 Escorted without incident, D/S flak positions Q588757, Q576762 with 4 tons GP - fair, ABTA.

Claims: Locos 4-0, R/R cars 0-13, M/T 3-0, Guns 2-0, Bldgs 2-1, R/R cut at M170098 Road block at M170098

Losses: 1 P-47 destroyed by bomb blast, pilot MIA. 1 P-47 Cat 1 flak.

Tonnage: 23.25 BDX, 2 IB, 2 TNT, .78 frags, 21 rockets.

E/a: 2 long nosed W-190's, silver, going east 18,000' 1630 hrs at Q2957, no contact.

324th Group - (8 missions, 76 sorties).

44/43 P-47's on 5 air cooperation missions in support of 21st Corps attacked communications, buildings, towns Q5157, EISEN-ESCHINGEN-Q5466,

35/35 3 R/R interdiction missions in LAVAL area.

Claims: Locos 2-2, R/R cars 10-19, M/T 1-3, Bldgs 30-3, Rail cuts 2 Q2969, Q2969.

Losses: Nil MIA: Nil

Engaged: 2 P-47's Cat 1 flak.

Tonnage: 41.25 GP, 1 IB (M/6), 2.74 frags, 100 rockets.



## CONFIDENTIAL

358th Group - (7 missions, 90 sorties).

- 12/12 P-47's D/B GUMMINGEN-Q4866, 6 tons GP, 2.75 IB, poor.  
 11/11 D/B M/Y-R4187, 1.5 GP, poor; M/Y-R3786, 1.25, poor; train-R4688, 2.25 GP, fair.  
 26/28 Air cooperation in support of 21st Corps, attacking troops in fox-holes-R3664 to R4264 with good results, killing many with bombs and strafing. Rail and road movement attacked in Karlsruhe area.  
 12/12 A/R in PIRMASSEN area, attacking towns at R0455, R2732, communications and gun positions in vicinity of GUMMINGEN at R4260.  
 11/11 Rail cutting in KAISSERSLAUTERN-NEUSTADT area. Attacked tunnel at R170934.  
 16/16 On 1 escort mission, no incident.  
 Claims: R/R cars 4-40, M/T 28-65, HDV 7-1, Tanks 0-8, AFV 0-2, Guns 1-4, Blags 21-8, Tunnel 0-1 at R170934. M/Y's attacked 3- R4687-R4187-R3786. Rail cuts 3- R2189-R1793-R4688. Road blocks 3- R2089-R3647-Q4866.  
 Damaged: 3 P-47's Cat 2 flak. 3 P-47's Cat 1 flak. E/A: Nil.  
 Tonnage: 37.75 GP, 2.75 IB, 1.3 depth bomb, 5.59 frags.

27th Group - (5 missions, 56 sorties).

- 34/32 P-47's on 3 A/R missions in HILDESBURG, NEUSTADT, TORMS, KARLSRUH, HEILBRON area attacked M/Y at HEIDELBERG, 30 plus M/T's and tanks at R1783 and rail movement on route.  
 12/12 D/B tanks and M/T's at R2284, R1482, ineffective due to weather. Attacked M/Y at HEIDELBERG, 6 tons GP, poor.  
 12/12 Escorted without incident.  
 Claims: Locos 8-3, R/R cars 20-26, M/T 2-0, Tanks 2-0, Observation car 1-0, Road block at R1783, M/Y attacked at Heidelberg.  
 Losses: 1 P-47 destroyed by flak, pilot KIA.  
 Damaged: 5 P-47's Cat 1 flak. Tonnage: 22 GP. E/A: Nil.

86th Group - (7 missions, 86 sorties).

- 12/11 P-47's on barracks-R468784, 6 tons GP, fair.  
 12/12 Ordnance depot-R568910, 6 tons GP, good.  
 12/12 Tanks and M/T-R1482, R2284, 6 tons GP, did not attack due to weather, attacked SEUTZ, MO.  
 12/12 Supply dump-Q369737 and R357698, 6 tons GP, fair.  
 12/12 Supply dump-Q369737, 6 tons GP, fair.  
 12/11 Ineffective due to weather.  
 16/16 Escort to mediums, no incident.  
 Claims: R/R cars 3-0, M/T 3-3, HDV 4-3, Guns 0-5, Supply dumps 0-2, Ordnance dump 0-1, Pontoon bridges 0-2 at R2932, R4763, Blags 1-1, Rail cuts 5 R468784, 4 at R4891, Road blocks 2 at R3274, R4978, M/Y's attacked at Q7997, R2837.  
 Losses: 1 P-47 destroyed by flak, pilot bailed in friendly territory  
 Damaged: 1 P-47 Cat 2 flak, 1 P-47 Cat 1 flak, 1 P-47 Cat 1 shell casing.  
 Tonnage: 38.5 GP. E/A: Nil.

Prov Recce Group - (41 missions, 70 sorties).

- 50/50 Visual Recce.  
 20/20 P/R.  
 Claims and losses nil.  
 E/A: At 0940 hrs 6 P-190's seen over Pirmasens going south at 16,000' (they followed B-26's), no contact.

FIRST FRENCH AIR CORPS1st Group - (4 missions, 40 sorties).

- 22/22 Spitfires flew 3 fighter sweeps in KARLSRUH, PFORZHEIM, TUBINGEN, ROTTHEIL, FREIBURG area without incident.  
 15/15 Spits flew uneventful escort to B-26's.  
 Claims and losses nil. E/A nil.

3rd group - (6 missions, 50 sorties).

2/2 Weather Becc.

55/48 P-47's on A/R in IMMENSE, COLMAR, HERBOLSHEIM, ERTFORT, KENZINGEN, ETTLEHIM, MUEHLEN, HALLERSCH, DINGLINGEN, ETTEN STADT, DOERSTADT, FREIBURG areas attending dump at Ettlenheim, rails between 5622061 and W202491, R/R station at Ringsheim, R/R crossing at W454.  
Claims: Rail cuts 23, R/R cars 13-7, Locom 0-1, Bldgs 8-0, H/T 1-0, Factory 1-0, Dump 0-1.  
Losses. Nil. Tonnage: 25 GP.  
Damaged. 3 P-47's Cat 1 f/acc. E/A: Nil.

4th Group - (4 missions, 51 sorties).

52/51 R-47's on 8/4 in FOLLING. RCT MIL, PIERREHUE, KALLSBUHE, BELFORT,  
COMAR, KATZELGIM areas, attacking factory at V963271, village at  
R338337, Enzlingen-V92151 and Madingen-V96334.  
Claims: 1/4 7-0. Clags 95-17, Dam 1-0 at V95271, ammo dump 1-0 at  
V96354, Factory 1-0 at V963271, Road Block at R3332, Rail cuts 9,  
Road junction at R3332.  
Losses: MIL 2/4; CIV.

2/33 Tac/R Sq - (4 missions, 8 sorties).

4/4 on 2 artillery attachment missions,  
4/4 on 2 weather reccees.  
Claims and losses nil.

WESTERN FRENCH AIR FORCE - (3 missions, 3 sorties).

2/2 Anti-shipping.  
1/1 P/R.  
Claims and losses nil.

[illegible]

## GALACTIC ACTIVITY

Only 3 c/a. all F4U's were sighted by 1st TAC AF units. The enemy was not aggressive, and was not contacted. A possible jet circled high over B-20's over Carlsbad, no contact. The F4U, a 4 engine transport that was shot down the night of 2/3 March was probably carrying supplies to the Germans in the Atlantic east coast.

11. TAF: 6 jet a/c sighted, only 2 contacted, no losses or claims. Over Roof 1  
 rain 234 at 10,000', no contact. 3 MB-109's also sighted at Gaidern and Bremen.  
 ch AF: As the heavies penetrated deep into Germany they encountered much G. F.  
 activity, but a/c was only aggressive when it had favorable odds. 79 jet a/c were  
 sighted, mostly MB-262's. 10000. MB-262's in air 2-2-3. MB-262's on ground 9-0-2,  
 1-217 in air 2-0-0. 3-217 on ground 5-0-0. 2's on ground at Prague-Letany air-  
 field 5-0-24, at Drummer Lake airfield 1-0-3, at Dresden MB-109's in air 1-0-1.  
 ch AF: Nil.  
 G: Nil.

## CONFIDENTIAL

## STATUS OF COMMUNICATIONS

In the Rhine-Moselle triangle the rail net in the area Ludwigshafen - Kaiserlautern - Saarbrücken was active. Photos on the 2nd of March reveal that the Bad Münster bridge has one track repaired, which may indicate that the line from Kaiserlautern is urgently required. Rail activity was observed in the Worms area heading generally West and Southwest. The Zweibrücken - Homburg line was moderately active with movements to the West. A/T at Neunkirchen also active.

M/T convoys and concentrations were observed throughout the day including almost 200 M/T and 10 plus tanks from Southwest on the main and secondary roads just South of Neustadt.

There was a troop concentration observed just South of Speyer.

Scattered pontons, barges and dismantled pontoon bridge were observed along the Rhine South of Speyer. A pontoon bridge is under construction opposite St. Louis near the site of the demolished Aistatt (Rhine) bridge.

A ground source reports that Frankfurt has become a very important rail junction. All trains coming from Southern Austria as well as trains from Lorraine, Frankfurt and Offenbach end up there. Transfers are made there for U.S., Stuttgart, and Mannheim.

## INTELLIGENCE REQUIREMENTS

1. Activity on the Ludwigshafen - Saarbrücken rail line.
2. Concentrations of M/T and troops and their probable direction of movement.
3. Surveillance of convoys as well as railroads, for movements, in the lower part of the Moselle - Rhine triangle.
4. The status of the Aistatt (Rhine River) Bridge, and the Aistatt and Offenbach M/T's.

## SUMMARY.

## Night 2/3 - 17/18 service

- 1 Boston, F4U 17 down, 1 ton, 1 MC.
- 3 Boston, F4U 3 special target, 3 tons, good.
- 4/5 Black Widows, intruder water tower at Kollenz, and Bonn to Düsseldorf.
- 1 Black Widow intruder target - Trier to Kollenz.
- 5/5 Black Widows intruder over the Ruhr and 1st U.S. Army area.
- 1 Black Widow weather recon.

Claims & Losses: Nil.

## Day 3 - 2148 sorties (669 bombers, 1479 fighters)

4th Bomb Div. - 669/546 sorties - tonnage 1,000 75

106/101 a/c Weissenhof P-41935 Ordnance depot, 131.5 GT, 46.25 LB, MC.

114/ 37 a/c Giesse 102 Ordnance depot, 54.5 GT, MC.

65/ 38 Reichen P-61 Kollenz, 70.0 GT, MC.

62/ 60 a/c Ber. sc. - Bonn P-67744 Ordnance depot, 119.5 GT, MC.

37/ 37 a/c Weissenhof P-41935 comm. center, 54.5 GT, good.

0/ 40 a/c Weissenhof 136 town, 54.5 GT, MC.

0/ 10 a/c Daun L-3570 town 20.0 GT, excellent.

CONFIDENTIAL

## CONFIDENTIAL

0/8 a/c targets of opportunity, 13.0 GP, IRO.  
 64/58 a/c Sirmen RR bridge L25, 114.0 GP, IRO.  
 70/8 a/c Schweln F393905 I/T concentration, 109.13 GP, IRO.  
 35/29 a/c Rheinbach F429244 ammo dump, 56.75 GP, IRO.  
 41/35 a/c Treis L2875 town, 40.62 GP, IRO.  
 35/29 a/c Hirm L2831 I/Y, 40.0 GP, IRO.  
 34/34 a/c Rimbollbach L7223 storage depot, 51.5 GP, IRO.  
 0/13 a/c on 6 targets of opportunity, 21.5 GP, IRO.  
 Claims: Nil Losses: 1 a/c IYR.

## 7th TAC - 264/243 sorties

126/128 a/c armed recon Lillier, Dusseldorf area. Oil storage depot destroyed F4507 and destroyed 4 I/Y's.  
 28/21 a/c air cooperation to 3rd U.S. Army.  
 27/26 a/c prearranged air cooperation attacking bridge F4500, near. Buhl - leaflet drop.  
 61/65 a/c escort.  
 Tonnage: 100 tons. Losses: 1 a/c IYR.

## 19th TAC - 541/521 sorties

94/86 a/c armed recon Dinstad, Wier, Frankfurt, Schweinfurt and Lindburg area.  
 122/122 a/c air cooperation to 3rd U.S. Army, launching site L2403 destroyed.  
 257/256 a/c prearranged air cooperation attacking I/T's L2152, L6072 and ammo dump L3948, railroad bridge F7904, storage area F7454, I/T depot Gieselsheim, Weisbaden supply dump.  
 63/63 a/c escort.  
 Tonnage: 100 tons. Losses: 2 a/c (1 IYR, 1 unknown).

## 7th TAC - 534/523 sorties

146/25 a/c armed recon Duisburg, Wesel area.  
 210/210 a/c air cooperation 9th U.S. Army, I/Y's, I/T and tank concentration in Rheinberg - Wesel area.  
 46/46 a/c intercept patrol.  
 Tonnage: 200 tons. Losses: Nil.

## Recco - 140/111 sorties

Consolidated Claims: I/T 230-235, locoms 30-32, RR cars 439-507, RV 20-27, Pco's 0-3, B.R.'s 44-47, LDV 31-7, gun cars 10-13, I/Y -25, guns 17-0, fuel cars 1-0, rocket sites 1-0, bridges 0-5, powerhouse 2-0, RR cuts 153, highway cuts 10.

## 2ND T.A.F.

## Night 2/3 - 141 sorties (47 bombers, 44 fighters)

67 a/c armed recon against movement of 21st Army Group front, especially Rhine crossing and cross boat movement Zwolle to Osnabruck. 40 tons. RR and towns, road.  
 25 a/c on recon.  
 19 a/c interception patrol.  
 Claims: I/T 3-3, trains 0-5, barges 0-5, locoms 0-1.  
 Losses: Nil.

## Day 3 - 296 sorties (122 bombers, 774 fighters)

61/53 a/c recon Sole-Bosch/Wesel rocket site, 67.25 GP, road.  
 61/61 a/c Wesel A24 RR bridge, 105 GP, IRO.  
 172 a/c armed recon Rees, Wesel, Dossford area. Cross-boat targets near Zwolle.  
 217 a/c air cooperation against guns, crossboats in the 21st Army Group area.  
 250 a/c fighter sweeps in 21st Army Group area, escort and interception patrols.  
 129 a/c recon.

CONFIDENTIAL

Claims: AF 1-3, 1/T 22-51, Barnes 4-9, locus 1-3, TMO  
 6-17, 1st cuts 13.  
 Losses: 5 fighters.

R.A.F.

Night 2/3 - 177/178 sorties

22/22 a/c Berlin city, 10.0 tons, good.  
 67/66 a/c Hassel A-01 city, 31.4 tons, TMO.  
 2/ 2 a/c Wiesbaden, Darmstadt, Frankfurt, Stuttgart: Siren Tour,  
 2.7 tons, TMO.  
 70/66 a/c Divisionary sweeps.  
 16 a/c Michel ying.  
 Claims & Losses: Nil.

Day 3 - No operations - cancelled.

U.S.A.F.

Day 3 - 1414 sorties (1102/1037 fighters, 714, 154 fighters)

114/ 23 a/c Hilsen: H22 oil refinery, 3.1 tons, TMO.  
 73/ 37 a/c Dillhorst oil refinery, 120.2 tons, fair.  
 78/ 53 a/c Dillhorst oil refinery, 150.0 tons, fair.  
 0/ 82 a/c Hilsen: H22 oil refinery, 204.7 tons, TMO.  
 222/ 24 a/c Ruhland synthetic oil plant, 60 tons, TMO.  
 219/106 a/c Hilsen: H22 oil refinery, 170.2 tons, good - excellent.  
 32/ 77 a/c Brunswick - Hilsen: H22 oil refinery, 235.2 tons, fair.  
 70/ 53 a/c Brunswick - Hilsen: H22 oil refinery, 185 tons, fair.  
 77/ 61 a/c Brunswick - Hilsen: H22 oil refinery, 187.1 tons, fair.  
 0/ 36 a/c Hilsen: H22 oil refinery, 181.1 tons, fair.  
 0/156 a/c Hilsen: H22 oil refinery, 181.1 tons, fair.  
 94/ 41 a/c Hilsen: H22 oil refinery, 181.1 tons, excellent.  
 0/ 74 a/c Hilsen: H22 oil refinery, 181.1 tons, TMO.  
 0/ 23 a/c Hilsen: H22 oil refinery, 181.1 tons, TMO.  
 0/ 23 a/c Unidentified: 1st cuts of opportunity, 181.1 tons, TMO.  
 Claims: 3/A in air 2-1-4, 181.1 tons - 3-0-0 by fighters.  
 on 1 and 2-1-2 by fighters.  
 Losses: 14 fighters (13 TMO, 11 unknown)  
 18 fighters (0 TMO, 0 unknown.)

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

1-1  
1-2

1-3  
1-4  
1-5  
1-6  
1-7  
1-8  
1-9  
1-10  
1-11  
1-12  
1-13  
1-14  
1-15  
1-16  
1-17  
1-18  
1-19  
1-20  
1-21  
1-22  
1-23  
1-24  
1-25  
1-26  
1-27  
1-28  
1-29  
1-30  
1-31  
1-32  
1-33  
1-34  
1-35  
1-36  
1-37  
1-38  
1-39  
1-40  
1-41  
1-42  
1-43  
1-44  
1-45  
1-46  
1-47  
1-48  
1-49  
1-50  
1-51  
1-52  
1-53  
1-54  
1-55  
1-56  
1-57  
1-58  
1-59  
1-60  
1-61  
1-62  
1-63  
1-64  
1-65  
1-66  
1-67  
1-68  
1-69  
1-70  
1-71  
1-72  
1-73  
1-74  
1-75  
1-76  
1-77  
1-78  
1-79  
1-80  
1-81  
1-82  
1-83  
1-84  
1-85  
1-86  
1-87  
1-88  
1-89  
1-90  
1-91  
1-92  
1-93  
1-94  
1-95  
1-96  
1-97  
1-98  
1-99  
1-100

31955

1-101  
1-102  
1-103  
1-104  
1-105  
1-106  
1-107  
1-108  
1-109  
1-110  
1-111  
1-112  
1-113  
1-114  
1-115  
1-116  
1-117  
1-118  
1-119  
1-120  
1-121  
1-122  
1-123  
1-124  
1-125  
1-126  
1-127  
1-128  
1-129  
1-130  
1-131  
1-132  
1-133  
1-134  
1-135  
1-136  
1-137  
1-138  
1-139  
1-140  
1-141  
1-142  
1-143  
1-144  
1-145  
1-146  
1-147  
1-148  
1-149  
1-150  
1-151  
1-152  
1-153  
1-154  
1-155  
1-156  
1-157  
1-158  
1-159  
1-160  
1-161  
1-162  
1-163  
1-164  
1-165  
1-166  
1-167  
1-168  
1-169  
1-170  
1-171  
1-172  
1-173  
1-174  
1-175  
1-176  
1-177  
1-178  
1-179  
1-180  
1-181  
1-182  
1-183  
1-184  
1-185  
1-186  
1-187  
1-188  
1-189  
1-190  
1-191  
1-192  
1-193  
1-194  
1-195  
1-196  
1-197  
1-198  
1-199  
1-200

1-201  
1-202  
1-203  
1-204  
1-205  
1-206  
1-207  
1-208  
1-209  
1-210  
1-211  
1-212  
1-213  
1-214  
1-215  
1-216  
1-217  
1-218  
1-219  
1-220  
1-221  
1-222  
1-223  
1-224  
1-225  
1-226  
1-227  
1-228  
1-229  
1-230  
1-231  
1-232  
1-233  
1-234  
1-235  
1-236  
1-237  
1-238  
1-239  
1-240  
1-241  
1-242  
1-243  
1-244  
1-245  
1-246  
1-247  
1-248  
1-249  
1-250  
1-251  
1-252  
1-253  
1-254  
1-255  
1-256  
1-257  
1-258  
1-259  
1-260  
1-261  
1-262  
1-263  
1-264  
1-265  
1-266  
1-267  
1-268  
1-269  
1-270  
1-271  
1-272  
1-273  
1-274  
1-275  
1-276  
1-277  
1-278  
1-279  
1-280  
1-281  
1-282  
1-283  
1-284  
1-285  
1-286  
1-287  
1-288  
1-289  
1-290  
1-291  
1-292  
1-293  
1-294  
1-295  
1-296  
1-297  
1-298  
1-299  
1-300

1-301  
1-302  
1-303  
1-304  
1-305  
1-306  
1-307  
1-308  
1-309  
1-310  
1-311  
1-312  
1-313  
1-314  
1-315  
1-316  
1-317  
1-318  
1-319  
1-320  
1-321  
1-322  
1-323  
1-324  
1-325  
1-326  
1-327  
1-328  
1-329  
1-330  
1-331  
1-332  
1-333  
1-334  
1-335  
1-336  
1-337  
1-338  
1-339  
1-340  
1-341  
1-342  
1-343  
1-344  
1-345  
1-346  
1-347  
1-348  
1-349  
1-350  
1-351  
1-352  
1-353  
1-354  
1-355  
1-356  
1-357  
1-358  
1-359  
1-360  
1-361  
1-362  
1-363  
1-364  
1-365  
1-366  
1-367  
1-368  
1-369  
1-370  
1-371  
1-372  
1-373  
1-374  
1-375  
1-376  
1-377  
1-378  
1-379  
1-380  
1-381  
1-382  
1-383  
1-384  
1-385  
1-386  
1-387  
1-388  
1-389  
1-390  
1-391  
1-392  
1-393  
1-394  
1-395  
1-396  
1-397  
1-398  
1-399  
1-400

1-401  
1-402  
1-403  
1-404  
1-405  
1-406  
1-407  
1-408  
1-409  
1-410  
1-411  
1-412  
1-413  
1-414  
1-415  
1-416  
1-417  
1-418  
1-419  
1-420  
1-421  
1-422  
1-423  
1-424  
1-425  
1-426  
1-427  
1-428  
1-429  
1-430  
1-431  
1-432  
1-433  
1-434  
1-435  
1-436  
1-437  
1-438  
1-439  
1-440  
1-441  
1-442  
1-443  
1-444  
1-445  
1-446  
1-447  
1-448  
1-449  
1-450  
1-451  
1-452  
1-453  
1-454  
1-455  
1-456  
1-457  
1-458  
1-459  
1-460  
1-461  
1-462  
1-463  
1-464  
1-465  
1-466  
1-467  
1-468  
1-469  
1-470  
1-471  
1-472  
1-473  
1-474  
1-475  
1-476  
1-477  
1-478  
1-479  
1-480  
1-481  
1-482  
1-483  
1-484  
1-485  
1-486  
1-487  
1-488  
1-489  
1-490  
1-491  
1-492  
1-493  
1-494  
1-495  
1-496  
1-497  
1-498  
1-499  
1-500

1-501  
1-502  
1-503  
1-504  
1-505  
1-506  
1-507  
1-508  
1-509  
1-510  
1-511  
1-512  
1-513  
1-514  
1-515  
1-516  
1-517  
1-518  
1-519  
1-520  
1-521  
1-522  
1-523  
1-524  
1-525  
1-526  
1-527  
1-528  
1-529  
1-530  
1-531  
1-532  
1-533  
1-534  
1-535  
1-536  
1-537  
1-538  
1-539  
1-540  
1-541  
1-542  
1-543  
1-544  
1-545  
1-546  
1-547  
1-548  
1-549  
1-550  
1-551  
1-552  
1-553  
1-554  
1-555  
1-556  
1-557  
1-558  
1-559  
1-560  
1-561  
1-562  
1-563  
1-564  
1-565  
1-566  
1-567  
1-568  
1-569  
1-570  
1-571  
1-572  
1-573  
1-574  
1-575  
1-576  
1-577  
1-578  
1-579  
1-580  
1-581  
1-582  
1-583  
1-584  
1-585  
1-586  
1-587  
1-588  
1-589  
1-590  
1-591  
1-592  
1-593  
1-594  
1-595  
1-596  
1-597  
1-598  
1-599  
1-600



53  
48  
101  
25  
129  
11

1240 A / FCB

14, TOT 11, TUE 11.

15, TOT 11, TUE 11.

16, TOT 11, TUE 11.

17, TOT 11, TUE 11.

18, TOT 11, TUE 11.

19, TOT 11, TUE 11.

20, TOT 11, TUE 11.

21, TOT 11, TUE 11.

22, TOT 11, TUE 11.

23, TOT 11, TUE 11.

24, TOT 11, TUE 11.

25, TOT 11, TUE 11.

26, TOT 11, TUE 11.

27, TOT 11, TUE 11.

28, TOT 11, TUE 11.

29, TOT 11, TUE 11.

30, TOT 11, TUE 11.

31, TOT 11, TUE 11.

32, TOT 11, TUE 11.

33, TOT 11, TUE 11.

34, TOT 11, TUE 11.

35, TOT 11, TUE 11.

36, TOT 11, TUE 11.

37, TOT 11, TUE 11.

38, TOT 11, TUE 11.

39, TOT 11, TUE 11.

40, TOT 11, TUE 11.

41, TOT 11, TUE 11.

42, TOT 11, TUE 11.

43, TOT 11, TUE 11.

44, TOT 11, TUE 11.

45, TOT 11, TUE 11.

46, TOT 11, TUE 11.

47, TOT 11, TUE 11.

48, TOT 11, TUE 11.

49, TOT 11, TUE 11.

50, TOT 11, TUE 11.

51, TOT 11, TUE 11.

52, TOT 11, TUE 11.

53, TOT 11, TUE 11.

54, TOT 11, TUE 11.

55, TOT 11, TUE 11.

56, TOT 11, TUE 11.

57, TOT 11, TUE 11.

58, TOT 11, TUE 11.

59, TOT 11, TUE 11.

60, TOT 11, TUE 11.

61, TOT 11, TUE 11.

62, TOT 11, TUE 11.

63, TOT 11, TUE 11.

64, TOT 11, TUE 11.

65, TOT 11, TUE 11.

66, TOT 11, TUE 11.

67, TOT 11, TUE 11.

68, TOT 11, TUE 11.

69, TOT 11, TUE 11.

70, TOT 11, TUE 11.

71, TOT 11, TUE 11.

72, TOT 11, TUE 11.

73, TOT 11, TUE 11.

74, TOT 11, TUE 11.

75, TOT 11, TUE 11.

76, TOT 11, TUE 11.

77, TOT 11, TUE 11.

78, TOT 11, TUE 11.

79, TOT 11, TUE 11.

80, TOT 11, TUE 11.

81, TOT 11, TUE 11.

82, TOT 11, TUE 11.

83, TOT 11, TUE 11.

84, TOT 11, TUE 11.

85, TOT 11, TUE 11.

86, TOT 11, TUE 11.

87, TOT 11, TUE 11.

88, TOT 11, TUE 11.

89, TOT 11, TUE 11.

90, TOT 11, TUE 11.

91, TOT 11, TUE 11.

92, TOT 11, TUE 11.

93, TOT 11, TUE 11.

94, TOT 11, TUE 11.

95, TOT 11, TUE 11.

96, TOT 11, TUE 11.

97, TOT 11, TUE 11.

98, TOT 11, TUE 11.

99, TOT 11, TUE 11.

100, TOT 11, TUE 11.

ESCAP  
WIGHT FIGHTERS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

007.4 121 00000

[illegible]



44-7-47-

100

1. The first part of the document is a list of names and titles, including "The Hon. Mr. Justice" and "The Hon. Mr. Justice".

4-2-2

10. The Commission has also received information from the Government of India regarding the activities of the Indian National Congress in the United States.

1-1-1 (1-1-1) - 1-1-1

**THIS PAGE**

**F  
I  
E  
D**

227.41 1-1 - 1000000

1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18, 1-19, 1-20, 1-21, 1-22, 1-23, 1-24, 1-25, 1-26, 1-27, 1-28, 1-29, 1-30, 1-31, 1-32, 1-33, 1-34, 1-35, 1-36, 1-37, 1-38, 1-39, 1-40, 1-41, 1-42, 1-43, 1-44, 1-45, 1-46, 1-47, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 1-55, 1-56, 1-57, 1-58, 1-59, 1-60, 1-61, 1-62, 1-63, 1-64, 1-65, 1-66, 1-67, 1-68, 1-69, 1-70, 1-71, 1-72, 1-73, 1-74, 1-75, 1-76, 1-77, 1-78, 1-79, 1-80, 1-81, 1-82, 1-83, 1-84, 1-85, 1-86, 1-87, 1-88, 1-89, 1-90, 1-91, 1-92, 1-93, 1-94, 1-95, 1-96, 1-97, 1-98, 1-99, 1-100, 1-101, 1-102, 1-103, 1-104, 1-105, 1-106, 1-107, 1-108, 1-109, 1-110, 1-111, 1-112, 1-113, 1-114, 1-115, 1-116, 1-117, 1-118, 1-119, 1-120, 1-121, 1-122, 1-123, 1-124, 1-125, 1-126, 1-127, 1-128, 1-129, 1-130, 1-131, 1-132, 1-133, 1-134, 1-135, 1-136, 1-137, 1-138, 1-139, 1-140, 1-141, 1-142, 1-143, 1-144, 1-145, 1-146, 1-147, 1-148, 1-149, 1-150, 1-151, 1-152, 1-153, 1-154, 1-155, 1-156, 1-157, 1-158, 1-159, 1-160, 1-161, 1-162, 1-163, 1-164, 1-165, 1-166, 1-167, 1-168, 1-169, 1-170, 1-171, 1-172, 1-173, 1-174, 1-175, 1-176, 1-177, 1-178, 1-179, 1-180, 1-181, 1-182, 1-183, 1-184, 1-185, 1-186, 1-187, 1-188, 1-189, 1-190, 1-191, 1-192, 1-193, 1-194, 1-195, 1-196, 1-197, 1-198, 1-199, 1-200, 1-201, 1-202, 1-203, 1-204, 1-205, 1-206, 1-207, 1-208, 1-209, 1-210, 1-211, 1-212, 1-213, 1-214, 1-215, 1-216, 1-217, 1-218, 1-219, 1-220, 1-221, 1-222, 1-223, 1-224, 1-225, 1-226, 1-227, 1-228, 1-229, 1-230, 1-231, 1-232, 1-233, 1-234, 1-235, 1-236, 1-237, 1-238, 1-239, 1-240, 1-241, 1-242, 1-243, 1-244, 1-245, 1-246, 1-247, 1-248, 1-249, 1-250, 1-251, 1-252, 1-253, 1-254, 1-255, 1-256, 1-257, 1-258, 1-259, 1-260, 1-261, 1-262, 1-263, 1-264, 1-265, 1-266, 1-267, 1-268, 1-269, 1-270, 1-271, 1-272, 1-273, 1-274, 1-275, 1-276, 1-277, 1-278, 1-279, 1-280, 1-281, 1-282, 1-283, 1-284, 1-285, 1-286, 1-287, 1-288, 1-289, 1-290, 1-291, 1-292, 1-293, 1-294, 1-295, 1-296, 1-297, 1-298, 1-299, 1-300, 1-301, 1-302, 1-303, 1-304, 1-305, 1-306, 1-307, 1-308, 1-309, 1-310, 1-311, 1-312, 1-313, 1-314, 1-315, 1-316, 1-317, 1-318, 1-319, 1-320, 1-321, 1-322, 1-323, 1-324, 1-325, 1-326, 1-327, 1-328, 1-329, 1-330, 1-331, 1-332, 1-333, 1-334, 1-335, 1-336, 1-337, 1-338, 1-339, 1-340, 1-341, 1-342, 1-343, 1-344, 1-345, 1-346, 1-347, 1-348, 1-349, 1-350, 1-351, 1-352, 1-353, 1-354, 1-355, 1-356, 1-357, 1-358, 1-359, 1-360, 1-361, 1-362, 1-363, 1-364, 1-365, 1-366, 1-367, 1-368, 1-369, 1-370, 1-371, 1-372, 1-373, 1-374, 1-375, 1-376, 1-377, 1-378, 1-379, 1-380, 1-381, 1-382, 1-383, 1-384, 1-385, 1-386, 1-387, 1-388, 1-389, 1-390, 1-391, 1-392, 1-393, 1-394, 1-395, 1-396, 1-397, 1-398, 1-399, 1-400, 1-401, 1-402, 1-403, 1-404, 1-405, 1-406, 1-407, 1-408, 1-409, 1-410, 1-411, 1-412, 1-413, 1-414, 1-415, 1-416, 1-417, 1-418, 1-419, 1-420, 1-421, 1-422, 1-423, 1-424, 1-425, 1-426, 1-427, 1-428, 1-429, 1-430, 1-431, 1-432, 1-433, 1-434, 1-435, 1-436, 1-437, 1-438, 1-439, 1-440, 1-441, 1-442, 1-443, 1-444, 1-445, 1-446, 1-447, 1-448, 1-449, 1-450, 1-451, 1-452, 1-453, 1-454, 1-455, 1-456, 1-457, 1-458, 1-459, 1-460, 1-461, 1-462, 1-463, 1-464, 1-465, 1-466, 1-467, 1-468, 1-469, 1-470, 1-471, 1-472, 1-473, 1-474, 1-475, 1-476, 1-477, 1-478, 1-479, 1-480, 1-481, 1-482, 1-483, 1-484, 1-485, 1-486, 1-487, 1-488, 1-489, 1-490, 1-491, 1-492, 1-493, 1-494, 1-495, 1-496, 1-497, 1-498, 1-499, 1-500, 1-501, 1-502, 1-503, 1-504, 1-505, 1-506, 1-507, 1-508, 1-509, 1-510, 1-511, 1-512, 1-513, 1-514, 1-515, 1-516, 1-517, 1-518, 1-519, 1-520, 1-521, 1-522, 1-523, 1-524, 1-525, 1-526, 1-527, 1-528, 1-529, 1-530, 1-531, 1-532, 1-533, 1-534, 1-535, 1-536, 1-537, 1-538, 1-539, 1-540, 1-541, 1-542, 1-543, 1-544, 1-545, 1-546, 1-547, 1-548, 1-549, 1-550, 1-551, 1-552, 1-553, 1-554, 1-555, 1-556, 1-557, 1-558, 1-559, 1-560, 1-561, 1-562, 1-563, 1-564, 1-565, 1-566, 1-567, 1-568, 1-569, 1-570, 1-571, 1-572, 1-573, 1-574, 1-575, 1-576, 1-577, 1-578, 1-579, 1-580, 1-581, 1-582, 1-583, 1-584, 1-585, 1-586, 1-587, 1-588, 1-589, 1-590, 1-591, 1-592, 1-593, 1-594, 1-595, 1-596, 1-597, 1-598, 1-599, 1-600, 1-

7. 5/4; 07-109800 007. 07-1 100 000000

SEVERE: INTERIOR HEADLAMP 4107, 4475, 5011, 5013, 5014, 5015, 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5037, 5038, 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048, 5049, 5050, 5051, 5052, 5053, 5054, 5055, 5056, 5057, 5058, 5059, 5060, 5061, 5062, 5063, 5064, 5065, 5066, 5067, 5068, 5069, 5070, 5071, 5072, 5073, 5074, 5075, 5076, 5077, 5078, 5079, 5080, 5081, 5082, 5083, 5084, 5085, 5086, 5087, 5088, 5089, 5090, 5091, 5092, 5093, 5094, 5095, 5096, 5097, 5098, 5099, 5100, 5101, 5102, 5103, 5104, 5105, 5106, 5107, 5108, 5109, 5110, 5111, 5112, 5113, 5114, 5115, 5116, 5117, 5118, 5119, 5120, 5121, 5122, 5123, 5124, 5125, 5126, 5127, 5128, 5129, 5130, 5131, 5132, 5133, 5134, 5135, 5136, 5137, 5138, 5139, 5140, 5141, 5142, 5143, 5144, 5145, 5146, 5147, 5148, 5149, 5150, 5151, 5152, 5153, 5154, 5155, 5156, 5157, 5158, 5159, 5160, 5161, 5162, 5163, 5164, 5165, 5166, 5167, 5168, 5169, 5170, 5171, 5172, 5173, 5174, 5175, 5176, 5177, 5178, 5179, 5180, 5181, 5182, 5183, 5184, 5185, 5186, 5187, 5188, 5189, 5190, 5191, 5192, 5193, 5194, 5195, 5196, 5197, 5198, 5199, 5200, 5201, 5202, 5203, 5204, 5205, 5206, 5207, 5208, 5209, 5210, 5211, 5212, 5213, 5214, 5215, 5216, 5217, 5218, 5219, 5220, 5221, 5222, 5223, 5224, 5225, 5226, 5227, 5228, 5229, 5230, 5231, 5232, 5233, 5234, 5235, 5236, 5237, 5238, 5239, 5240, 5241, 5242, 5243, 5244, 5245, 5246, 5247, 5248, 5249, 5250, 5251, 5252, 5253, 5254, 5255, 5256, 5257, 5258, 5259, 5260, 5261, 5262, 5263, 5264, 5265, 5266, 5267, 5268, 5269, 5270, 5271, 5272, 5273, 5274, 5275, 5276, 5277, 5278, 5279, 5280, 5281, 5282, 5283, 5284, 5285, 5286, 5287, 5288, 5289, 5290, 5291, 5292, 5293, 5294, 5295, 5296, 5297, 5298, 5299, 5300, 5301, 5302, 5303, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 5311, 5312, 5313, 5314, 5315, 5316, 5317, 5318, 5319, 5320, 5321, 5322, 5323, 5324, 5325, 5326, 5327, 5328, 5329, 5330, 5331, 5332, 5333, 5334, 5335, 5336, 5337, 5338, 5339, 5340, 5341, 5342, 5343, 5344, 5345, 5346, 5347, 5348, 5349, 5350, 5351, 5352, 5353, 5354, 5355, 5356, 5357, 5358, 5359, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5368, 5369, 5370, 5371, 5372, 5373, 5374, 5375, 5376, 5377, 5378, 5379, 5380, 5381, 5382, 5383, 5384, 5385, 5386, 5387, 5388, 5389, 5390, 5391, 5392, 5393, 5394, 5395, 5396, 5397, 5398, 5399, 5400, 5401, 5402, 5403, 5404, 5405, 5406, 5407, 5408, 5409, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5418, 5419, 5420, 5421, 5422, 5423, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5440, 5441, 5442, 5443, 5444, 5445, 5446, 5447, 5448, 5449, 5450, 5451, 5452, 5453, 5454, 5455, 5456, 5457, 5458, 5459, 5460, 5461, 5462, 5463, 5464, 5465, 5466, 5467, 5468, 5469, 5470, 5471, 5472, 5473, 5474, 5475, 5476, 5477, 5478, 5479, 5480, 5481, 5482, 5483, 5484, 5485, 5486, 5487, 5488, 5489, 5490, 5491, 5492, 5493, 5494, 5495, 5496, 5497, 5498, 5499, 5500, 5501, 5502, 5503, 5504, 5505, 5506, 5507, 5508, 5509, 5510, 5511, 5512, 5513, 5514, 5515, 5516, 5517, 5518, 5519, 5520, 5521, 5522, 5523, 5524, 5525, 5526, 5527, 5528, 5529, 5530, 5531, 5532, 5533, 5534, 5535, 5536, 5537, 5538, 5539, 5540, 5541, 5542, 5543, 5544, 5545, 5546, 5547, 5548, 5549, 5550, 5551, 5552, 5553, 5554, 5555, 5556, 5557, 5558, 5559, 5560, 5561, 5562, 5563, 5564, 5565, 5566, 5567, 5568, 5569, 5570, 5571, 5572, 5573, 5574, 5575, 5576, 5577, 5578, 5579, 5580, 5581, 5582, 5583, 5584, 5585, 5586, 5587, 5588, 5589, 5590, 5591, 5592, 5593, 5594, 5595, 5596, 5597, 5598, 5599, 5600, 5601, 5602, 5603, 5604, 5605, 5606, 5607, 5608, 5609, 5610, 5611, 5612, 5613, 5614, 5615, 5616, 5617, 5618, 5619, 5620, 5621, 5622, 5623, 5624, 5625, 5626, 5627, 5628, 5629, 5630, 5631, 5632, 5633, 5634, 5635, 5636, 5637, 5638, 5639, 5640, 5641, 5642, 5643, 5644, 5645, 5646, 5647, 5648, 5649, 5650, 5651, 5652, 5653, 5654, 5655, 5656, 5657, 5658, 5659, 5660, 5661, 5662, 5663, 5664, 5665, 5666, 5667, 5668, 5669, 5670, 5671, 5672, 5673, 5674, 5675, 5676, 5677, 5678, 5679, 5680, 5681, 5682, 5683, 5684, 5685, 5686, 5687, 5688, 5689, 5690

33. 10-1-11

● ● ● ● ●

5411324 177

FROM: IN ADDRESS :  
TO: AND TO: THE IN ADDRESS : THE IN ADDRESS :

227.41 101

1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18, 1-19, 1-20, 1-21, 1-22, 1-23, 1-24, 1-25, 1-26, 1-27, 1-28, 1-29, 1-30, 1-31, 1-32, 1-33, 1-34, 1-35, 1-36, 1-37, 1-38, 1-39, 1-40, 1-41, 1-42, 1-43, 1-44, 1-45, 1-46, 1-47, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 1-55, 1-56, 1-57, 1-58, 1-59, 1-60, 1-61, 1-62, 1-63, 1-64, 1-65, 1-66, 1-67, 1-68, 1-69, 1-70, 1-71, 1-72, 1-73, 1-74, 1-75, 1-76, 1-77, 1-78, 1-79, 1-80, 1-81, 1-82, 1-83, 1-84, 1-85, 1-86, 1-87, 1-88, 1-89, 1-90, 1-91, 1-92, 1-93, 1-94, 1-95, 1-96, 1-97, 1-98, 1-99, 1-100, 1-101, 1-102, 1-103, 1-104, 1-105, 1-106, 1-107, 1-108, 1-109, 1-110, 1-111, 1-112, 1-113, 1-114, 1-115, 1-116, 1-117, 1-118, 1-119, 1-120, 1-121, 1-122, 1-123, 1-124, 1-125, 1-126, 1-127, 1-128, 1-129, 1-130, 1-131, 1-132, 1-133, 1-134, 1-135, 1-136, 1-137, 1-138, 1-139, 1-140, 1-141, 1-142, 1-143, 1-144, 1-145, 1-146, 1-147, 1-148, 1-149, 1-150, 1-151, 1-152, 1-153, 1-154, 1-155, 1-156, 1-157, 1-158, 1-159, 1-160, 1-161, 1-162, 1-163, 1-164, 1-165, 1-166, 1-167, 1-168, 1-169, 1-170, 1-171, 1-172, 1-173, 1-174, 1-175, 1-176, 1-177, 1-178, 1-179, 1-180, 1-181, 1-182, 1-183, 1-184, 1-185, 1-186, 1-187, 1-188, 1-189, 1-190, 1-191, 1-192, 1-193, 1-194, 1-195, 1-196, 1-197, 1-198, 1-199, 1-200, 1-201, 1-202, 1-203, 1-204, 1-205, 1-206, 1-207, 1-208, 1-209, 1-210, 1-211, 1-212, 1-213, 1-214, 1-215, 1-216, 1-217, 1-218, 1-219, 1-220, 1-221, 1-222, 1-223, 1-224, 1-225, 1-226, 1-227, 1-228, 1-229, 1-230, 1-231, 1-232, 1-233, 1-234, 1-235, 1-236, 1-237, 1-238, 1-239, 1-240, 1-241, 1-242, 1-243, 1-244, 1-245, 1-246, 1-247, 1-248, 1-249, 1-250, 1-251, 1-252, 1-253, 1-254, 1-255, 1-256, 1-257, 1-258, 1-259, 1-260, 1-261, 1-262, 1-263, 1-264, 1-265, 1-266, 1-267, 1-268, 1-269, 1-270, 1-271, 1-272, 1-273, 1-274, 1-275, 1-276, 1-277, 1-278, 1-279, 1-280, 1-281, 1-282, 1-283, 1-284, 1-285, 1-286, 1-287, 1-288, 1-289, 1-290, 1-291, 1-292, 1-293, 1-294, 1-295, 1-296, 1-297, 1-298, 1-299, 1-300, 1-301, 1-302, 1-303, 1-304, 1-305, 1-306, 1-307, 1-308, 1-309, 1-310, 1-311, 1-312, 1-313, 1-314, 1-315, 1-316, 1-317, 1-318, 1-319, 1-320, 1-321, 1-322, 1-323, 1-324, 1-325, 1-326, 1-327, 1-328, 1-329, 1-330, 1-331, 1-332, 1-333, 1-334, 1-335, 1-336, 1-337, 1-338, 1-339, 1-340, 1-341, 1-342, 1-343, 1-344, 1-345, 1-346, 1-347, 1-348, 1-349, 1-350, 1-351, 1-352, 1-353, 1-354, 1-355, 1-356, 1-357, 1-358, 1-359, 1-360, 1-361, 1-362, 1-363, 1-364, 1-365, 1-366, 1-367, 1-368, 1-369, 1-370, 1-371, 1-372, 1-373, 1-374, 1-375, 1-376, 1-377, 1-378, 1-379, 1-380, 1-381, 1-382, 1-383, 1-384, 1-385, 1-386, 1-387, 1-388, 1-389, 1-390, 1-391, 1-392, 1-393, 1-394, 1-395, 1-396, 1-397, 1-398, 1-399, 1-400, 1-401, 1-402, 1-403, 1-404, 1-405, 1-406, 1-407, 1-408, 1-409, 1-410, 1-411, 1-412, 1-413, 1-414, 1-415, 1-416, 1-417, 1-418, 1-419, 1-420, 1-421, 1-422, 1-423, 1-424, 1-425, 1-426, 1-427, 1-428, 1-429, 1-430, 1-431, 1-432, 1-433, 1-434, 1-435, 1-436, 1-437, 1-438, 1-439, 1-440, 1-441, 1-442, 1-443, 1-444, 1-445, 1-446, 1-447, 1-448, 1-449, 1-450, 1-451, 1-452, 1-453, 1-454, 1-455, 1-456, 1-457, 1-458, 1-459, 1-460, 1-461, 1-462, 1-463, 1-464, 1-465, 1-466, 1-467, 1-468, 1-469, 1-470, 1-471, 1-472, 1-473, 1-474, 1-475, 1-476, 1-477, 1-478, 1-479, 1-480, 1-481, 1-482, 1-483, 1-484, 1-485, 1-486, 1-487, 1-488, 1-489, 1-490, 1-491, 1-492, 1-493, 1-494, 1-495, 1-496, 1-497, 1-498, 1-499, 1-500, 1-501, 1-502, 1-503, 1-504, 1-505, 1-506, 1-507, 1-508, 1-509, 1-510, 1-511, 1-512, 1-513, 1-514, 1-515, 1-516, 1-517, 1-518, 1-519, 1-520, 1-521, 1-522, 1-523, 1-524, 1-525, 1-526, 1-527, 1-528, 1-529, 1-530, 1-531, 1-532, 1-533, 1-534, 1-535, 1-536, 1-537, 1-538, 1-539, 1-540, 1-541, 1-542, 1-543, 1-544, 1-545, 1-546, 1-547, 1-548, 1-549, 1-550, 1-551, 1-552, 1-553, 1-554, 1-555, 1-556, 1-557, 1-558, 1-559, 1-560, 1-561, 1-562, 1-563, 1-564, 1-565, 1-566, 1-567, 1-568, 1-569, 1-570, 1-571, 1-572, 1-573, 1-574, 1-575, 1-576, 1-577, 1-578, 1-579, 1-580, 1-581, 1-582, 1-583, 1-584, 1-585, 1-586, 1-587, 1-588, 1-589, 1-590, 1-591, 1-592, 1-593, 1-594, 1-595, 1-596, 1-597, 1-598, 1-599, 1-600, 1-

... 27-10-1968 ... 27-10-1968 ...

[illegible][illegible]

1990

1150

[illegible]

6012/4 1240A/FCB

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SENT 14/4 SENT 1023 FCE

5/9/37

TAC 5 TAC 3

ISUPW JEUS HW MULTIPLE 2 CALLS

JEUS V JETT 7/04-1 URGENT

JEUS V JETT 7/04-2 URGENT

SENT 14/4 SENT 1023 FCE

FROM HEADQUARTERS FIRST TACTICAL AIR FORCE (PROV)

TO USSTAY (MAIN) ATTY: D/OPS, USSTAY (REAR), SHAEY AIR (MAIN)  
OPS RECORDS, AIR MINISTRY WAR ROOM, WHITEHALL, 2ND TAF, 6TH ARMY

NR 12122 FIRST TAC AF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 62

PERIOD 082000 TO 082000

PART II - FIGHTERS & F/B

F/B

1. ARMED RECCE

2. 107 F-87S

3. 108 F-87S

4. NIL

5. M-3 BT

6. THROUGH N NIL

FIGHTERS

SWEEP

ESCAPES

40 SPITFIRE

40 SPITFIRE

NIL

NIL

NIL

PART III RECCE

ADDITIONAL ADJUSTMENT A - 2

RECEIVED

4 MAR 1949

5475

6/6

20952

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CLAIMS AND LOSSES NIL

PART IV ANNEX

AA. FIRST FRENCH ARMY

BB. 101/101 P-475

CC. AF.  
3 GP

DD. RR CARS 15-7, LOCOM 01, M/T 2-0, BUILDINGS 103-17, DUMPS 1-1

//////~~XXXXXXXXXXXX~~//////

~~AMMO DUMPS 1-0, FACTORIES 2-0, ROAD BLOCK 1, RR CUTS 32, ROAD~~

~~JUNCTION 1~~

~~EE. NIL~~

AMMO DUMPS 1-0, FACTORIES 2-0, ROAD BLOCK 1, RR CUTS 32, ROAD

JUNCTION 1

FF. NIL

GG. E/A; NIL

FLAKS

HH. NIL

FRENCH FLAKS: HEAVY INTENSE ACCURATE KENTZINGEN, HEAVY MEDIUM  
ACCURATE V-263271, FREUNDENSTADT, V-263041 TO V-1/// V-202221,  
HEAVY SLIGHT INTENSE BARNSTETTER, MEDIUM INTENSE ACCURATE  
KENTZINGEN, MEDIUM INTENSE INTENSE V-263271, MEDIUM MEDIUM INTENSE  
V-270190, BARNSTETTER, LIGHT INTENSE ACCURATE KENTZINGEN, LIGHT  
INTENSE INTENSE V-263271, LIGHT MEDIUM INTENSE V-270190, V-263320.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

WEBSTER

SHOULD HAVE A BT 040830

TAC 6003/4 1015A/FEB

RECEIVED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 8 TAC 8

TAC 8 TAC 8

JEUS V JETT 25/03-1 25/03-2 25/03-3 25/03-4 URGENT  
T JEUS AWW AFA XSM

JBJB V JETT 25/03-5 URGENT  
T AMY

FROM FIRST TACTICAL AIR FORCE (PROV) 031200A  
TO USSTAF (MAIN) ATT: T/OPS, USSTAF (REAR), SHAFF AIR  
(MAIN) OPS RECORDS, AIR MINISTRY WAR ROOM, WHITEHALL,  
2ND TAF, 6TH ARMY  
CONFIDENTIAL BT

T-2060  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO. 60  
PERIOD 282000 TO 012000

FIRST FRENCH AIR FORCE

PART I

A 36 B-26 AMMO DUMP R949747 275 X 500 FENO EXCELLENT  
B 42 B-26 TACET OF OPPORTUNITY M/Y MOSBACH W260646 EXCELLENT  
C 25 B/26 ONE TARGET COULD NOT BOMB TUE OVERCAST  
D 25 B/26 ONE TARGET COULD NOT BOMB TUE OVERCAST  
LOSSES NIL

PART II

A D/B RAIL CUTTING, A/R AIR CORPS LEAFLET DROP  
B 525 P-47  
C 514 P-47  
D 141 GP SSAP 51 RDX 2037 IB 8.64 FRAGS 154 ROCKETS  
E NIL  
F EA2-O-1  
G 3 P-47  
H 6 P-47

PART III - RECCE

A 55AC ON VISUAL RECCE  
B 27 ON PHOTO RECCE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C CLAIMS ME 109 IN AIR 2-0-0  
LOSSES NIL

PART IV  
-----

A AE US 7TH ARMY  
B BE 525/514 P-47  
C CC 229.21 TONS  
D DD E/A IN AIR 2-0-1, LOCOS 9-37, R/R CARS 67-379, R/R  
CUTS 18 BLDGS 38-9, M/Y'S 11, SUPPLY PUMPS 0-2,  
M/T 36-20, ROAD BLOCK 1, BARRACKS 4-12, HCV3-0,  
GUN POSITIONS 0-6, TRACTORS 0-1, FUEL DUMPS 0-2, GAS  
TANKS 2-2, TANK SHOP 0-1, TANKS 0-15 TRAILER 1-0,  
GRAIN ELEVATOR 0-1, SWITCH HOUSE 100  
E EE 2-0-1  
F FF MODERATE HEAVY 5/10 MOLES SOUTHWEST OF WARMS OFFENBURG,  
SPEYES, R8435, HEILBRONN, STUTTGART,, R0633, R3023  
SCANT HEAVY ZWIEBRUCKEN, Q6977, MANNHEIM, EAST OF  
STRASSBOURG, RA097, RA084, R5792, OFFENBURG INTENSE  
LIGHT R1369, Q7473, M5427, M6329, Q9863, Q8273, R3369,  
Q9233, R3083, R2486, R8262, R3322, W545346, W275770,  
W220780, R929111, W940400, W600300, VILLINGEN.  
MODERATE LIGHT M229, Q6977, R3068, R3773, R1497, R1648,  
NEUSTADT, R2867, R5959, R4666, R5347, W1894. SCANT  
LIGHT FREIBURG, OFFENBURG, R2431, Q8973, R1762, R2484  
Q6877, Q8793, M6435, R5874, R5357, R6669, R5650, R5063,  
R0666, R0363, R0265, R3632, Q9493, R5459, R369, SPEYES,  
R7449, R2467, R1399, R2368, W0535, R9493, BETWEEN Q9592 AND  
Q9893, R1060, NORTH OF BIETIGHEIM, W5530, W1839, KARLSRUHE,  
WISSENBURG.  
G GG 2 P-47'S DESTROYED BY FLAK, 1 P-47 DESTROYED BY BOMB BLAST.

---WEBSTER---  
BT 031200A

POKED 245 GEN

6008/-3

1-203/10114 IN  
1-203/10114 IN

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 2 IMI TAC 2

TAC 2

URGENT URGENT

SUPVR JEUS V AAT HW MULTIPLE ADS MSG 5 CALLS

JEUS V AAT NR 3-1 "0 0"

AWV V AAT NR 3-2 "0 0"

AFA V AAT NR 3-3 "0 0"

MY V AAT NR 3-4 "0 0"

XV V AAT NR 3-5 "0 0"

FROM HQS FIRST TACTICAL AIR FORCE (PROVISIONAL) 030759A  
TO USSTAF (MAIN ATT DZOPS USSTAF (REAR) SHAET AIR (MAIN) OPS  
RECORDS, AIR MINISTRY WAR ROOM WHITEHALL 2 TAF 6TH ARMY  
CONFIDENTIAL BT

MULTIPLE ADDRESS

NR D20411ST TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 60  
PERIOD 012000 TO 022000  
FIRST FRENCH AIR FORCE

PART II FIGHTERS & F/B

A SWEEPS, B/E, A/R

B 62 SPITS 126 P-47'S

C 62 SPITS 124 P-47'S

D 57.75 GP

E 6 F, G, & NIL

H 1 P-47

PART III RECCE

NOT REPORTED



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART IV PNNEX

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA FIRST FRENCH ARMY

BB 126/124 P-47'S 62 SPITS

CC 57.75

DD LOCOS 5-4, RR CARS 84-55, RR CUTS 14, BLDES 29-0, MAY 1, SUPPLY  
TUMP 0-1

EE NIL

FF FLAK: INTENSE LIGHT W545346, W275770, W220760, R929111, W940400,  
W600300 VILLINGEN, SCANT LIGHT FREIBURG, OFFENBURG.

GG 1 P-47

WEBSTER

HT 030759A

IL

6002/03

03/03-1A  
JDR

1-1-61

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**  
HQ US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT  
PRIORITY **CONFIDENTIAL**

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

IN REPLY CITE: D 2001

2 MARCH

FROM: 1st TACAF PROV

EXTERNAL ADDRESS:

TO : USSTAF

SO : USSTAF MAIN

ATTN: D/OPS

TO : SHAW AIR MAIN OPS RECORDS  
SEA F AIR STAMORE OPS RECORDS  
AIR MIN WAR ROOM WHITEHALL  
SUB : WEBSITE

Concl number 65 of this message should be corrected in 2 places to read as follows:  
1st French Air Force, 1 group should be 3rd group and all reference to Spitfires  
within that group should be changed to P-47. The next heading, 3rd group, should be  
changed to 1st Group and P-47 mentioned therein should be Spitfires.

USSTAF DISTRIBUTION:

ACTION: D/OPS (6)

INFO : AG RECORDS

SECRET IN 20672

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

6  
**CONFIDENTIAL**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN US STRATEGIC AIR FORCE IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

PRIORITY CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

IN REPLY CITE: D 2001

2 March

FROM: HQ 1ST TACAF PROV

INTERNAL ADDRESS:

TO : USSTAF  
AIR LHM WHITEHALL  
AIR SHARP WARE  
AIR SHARP STANMORE

TO : USSTAF MAIN  
ATTN: D/OPS  
TO : SHARP AIR MAIN OPS RECORDS,  
SHARP AIR STANMORE OPS RECORDS,  
AIR KIM MIT ZILL WAR ROOM  
JOD : WEBSTER

Constl number 60 of this M should be corrected in 2 places to read as follows:  
1st French Air Force, 1st Group should be 3rd group and all reference to Spitfires with-  
in that group should be changed to P-47. The next heading, 3rd Group, should be  
changed to 1st Group and P-47 mentioned therein should be Spitfires.

## USSTAF DISTRIBUTION:

ACTION: D/OPS (6)

INFO : AG RECORDS

USSTAF IN 2058A

THE MAKING OF AN EXACT COPY OF THIS MESSAGE OR ANY PART THEREOF IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE HIGHEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

10

[illegible][illegible]

FROM FIRST TIME CAN BE SEEN (BORN) 1901-1902.  
 1903-1904 (BORN) 1905, 1906, 1907 (BORN), 1908-1909 (BORN)  
 1910-1911, 1912-1913, 1914-1915, 1916-1917, 1918-1919, 1920-1921,  
 1922-1923, 1924-1925, 1926-1927, 1928-1929, 1930-1931, 1932-1933,  
 1934-1935, 1936-1937, 1938-1939, 1940-1941, 1942-1943, 1944-1945,  
 1946-1947, 1948-1949, 1950-1951, 1952-1953, 1954-1955, 1956-1957,  
 1958-1959, 1960-1961, 1962-1963, 1964-1965, 1966-1967, 1968-1969,  
 1970-1971, 1972-1973, 1974-1975, 1976-1977, 1978-1979, 1980-1981,  
 1982-1983, 1984-1985, 1986-1987, 1988-1989, 1990-1991, 1992-1993,  
 1994-1995, 1996-1997, 1998-1999, 2000-2001, 2002-2003, 2004-2005,  
 2006-2007, 2008-2009, 2010-2011, 2012-2013, 2014-2015, 2016-2017,  
 2018-2019, 2020-2021, 2022-2023, 2024-2025, 2026-2027, 2028-2029,  
 2030-2031, 2032-2033, 2034-2035, 2036-2037, 2038-2039, 2040-2041,  
 2042-2043, 2044-2045, 2046-2047, 2048-2049, 2050-2051, 2052-2053,  
 2054-2055, 2056-2057, 2058-2059, 2060-2061, 2062-2063, 2064-2065,  
 2066-2067, 2068-2069, 2070-2071, 2072-2073, 2074-2075, 2076-2077,  
 2078-2079, 2080-2081, 2082-2083, 2084-2085, 2086-2087, 2088-2089,  
 2090-2091, 2092-2093, 2094-2095, 2096-2097, 2098-2099, 2100-2101,  
 2102-2103, 2104-2105, 2106-2107, 2108-2109, 2110-2111, 2112-2113,  
 2114-2115, 2116-2117, 2118-2119, 2120-2121, 2122-2123, 2124-2125,  
 2126-2127, 2128-2129, 2130-2131, 2132-2133, 2134-2135, 2136-2137,  
 2138-2139, 2140-2141, 2142-2143, 2144-2145, 2146-2147, 2148-2149,  
 2150-2151, 2152-2153, 2154-2155, 2156-2157, 2158-2159, 2160-2161,  
 2162-2163, 2164-2165, 2166-2167, 2168-2169, 2170-2171, 2172-2173,  
 2174-2175, 2176-2177, 2178-2179, 2180-2181, 2182-2183, 2184-2185,  
 2186-2187, 2188-2189, 2190-2191, 2192-2193, 2194-2195, 2196-2197,  
 2198-2199, 2200-2201, 2202-2203, 2204-2205, 2206-2207, 2208-2209,  
 2210-2211, 2212-2213, 2214-2215, 2216-2217, 2218-2219, 2220-2221,  
 2222-2223, 2224-2225, 2226-2227, 2228-2229, 2230-2231, 2232-2233,  
 2234-2235, 2236-2237, 2238-2239, 2240-2241, 2242-2243, 2244-2245,  
 2246-2247, 2248-2249, 2250-2251, 2252-2253, 2254-2255, 2256-2257,  
 2258-2259, 2260-2261, 2262-2263, 2264-2265, 2266-2267, 2268-2269,  
 2270-2271, 2272-2273, 2274-2275, 2276-2277, 2278-2279, 2280-2281,  
 2282-2283, 2284-2285, 2286-2287, 2288-2289, 2290-2291, 2292-2293,  
 2294-2295, 2296-2297, 2298-2299, 2300-2301, 2302-2303, 2304-2305,  
 2306-2307, 2308-2309, 2310-2311, 2312-2313, 2314-2315, 2316-2317,  
 2318-2319, 2320-2321, 2322-2323, 2324-2325, 2326-2327, 2328-2329,  
 2330-2331, 2332-2333, 2334-2335, 2336-2337, 2338-2339, 2340-2341,  
 2342-2343, 2344-2345, 2346-2347, 2348-2349, 2350-2351, 2352-2353,  
 2354-2355, 2356-2357, 2358-2359, 2360-2361, 2362-2363, 2364-2365,  
 2366-2367, 2368-2369, 2370-2371, 2372-2373, 2374-2375, 2376-2377,  
 2378-2379, 2380-2381, 2382-2383, 2384-2385, 2386-2387, 2388-2389,  
 2390-2391, 2392-2393, 2394-2395, 2396-2397, 2398-2399, 2400-2401,  
 2402-2403, 2404-2405, 2406-2407, 2408-2409, 2410-2411, 2412-2413,  
 2414-2415, 2416-2417, 2418-2419, 2420-2421, 2422-2423, 2424-2425,  
 2426-2427, 2428-2429, 2430-2431, 2432-2433, 2434-2435, 2436-2437,  
 2438-2439, 2440-2441, 2442-2443, 2444-2445, 2446-2447, 2448-2449,  
 2450-2451, 2452-2453, 2454-2455, 2456-2457, 2458-2459, 2460-2461,  
 2462-2463, 2464-2465, 2466-2467, 2468-2469, 2470-2471, 2472-2473,  
 2474-2475, 2476-2477, 2478-2479, 2480-2481, 2482-2483, 2484-2485,  
 2486-2487, 2488-2489, 2490-2491, 2492-2493, 2494-2495, 2496-2497,  
 2498-2499, 2500-2501, 2502-2503, 2504-2505, 2506-2507, 2508-2509,  
 2510-2511, 2512-2513, 2514-2515, 2516-2517, 2518-2519, 2520-2521,  
 2522-2523, 2524-2525, 2526-2527, 2528-2529, 2530-2531, 2532-2533,  
 2534-2535, 2536-2537, 2538-2539, 2540-2541, 2542-2543, 2544-2545,  
 2546-2547, 2548-2549, 2550-2551, 2552-2553, 2554-2555, 2556-2557,  
 2558-2559, 2560-2561, 2562-2563, 2564-2565, 2566-2567, 2568-2569,  
 2570-2571, 2572-2573, 2574-2575, 2576-2577, 2578-2579, 2580-2581,  
 2582-2583, 2584-2585, 2586-2587, 2588-2589, 2590-2591, 2592-2593,  
 2594-2595, 2596-2597, 25

— — — — —

7-177-1-222-100-10 (1-1-1)

*[Faint, illegible handwritten notes]*

DIRECT ELECTRICAL AIR FORCE (DEAF) 200 W. 40. 50  
 10000 10000 10000

*[Faint, illegible markings]*

1992

S/S 1-36'S AFTEN JAW BITE W/TOO S, THUNDER BACK BITE HEATED.  
W/1 1-36 HEATED BECCO.

45/11 1-26-68 ALBERTA TELEPHONE CO. 1-26-68

24/02 7-2613 LEONARD M/M 3323, 44 TONS DEPT. WFO.

03/29 F-26's BARRACKS 0755100, 43 TON'S TONS, TARGET MISSED.

LOSSES: 1 2-25.

## PART IV - FIGHTERS !

A ESCORT, FIGHTER SUPPORT, BOMB TONE, AIR COOPERATION, ARMED  
RESCUE, RAIL CUT, AREA COVER.

2 405 5-47'S

C 405 E-47'S

RECEIVED  
JUN 10 1964  
U. S. DEPT. OF AGRICULTURE  
WASHINGTON, D. C.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

00.50 C.D.  
17.50 I.D.  
17.50 I.D.  
17.50 I.D.  
17.50 I.D.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

1. 1. 1.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

00.50 C.F.  
13.30 I.F.  
10.30 P.F.  
10.30 P.F.

0.00

0.00

0.1 0-47

0.2 0-47

0.3 0-47

0.4 0-47

0.5 0-47

0.6 0-47

0.7 0-47

0.8 0-47

0.9 0-47

1.0 0-47

1.1 0-47

1.2 0-47

1.3 0-47

1.4 0-47

6008/2 0533A/FCR

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

BTAC 7 TAC 7

TAC 7 TAC 7

URGENT URGENT

JEAN V. MEYER /CC URGENT  
TO: DIRECTOR, JCS (INFO)

FROM: FIRST TACTICAL AIR FORCE (PROV) 20041  
TO: USSTAF (MAIN) ATT: S/ADC, USSTAF (HEAD), CHIEF AND (MAIN)  
OPS RECORDS, AIR MINISTRY, WAR ROOM, WHITEHALL,  
2ND TAC, 2ND ARMY  
CONFIDENTIAL TT

D-27 FIRST TAC AF (PROV)

MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO. 50  
PERIOD 2-2000 TO 012001

FIRST FRENCH AIR FORCE  
-----

PART II - FIGHTERS & FIGHTER BOMBERS

A FIGHTER SQUAD, WEATHER, DIVE BOMB, BAIL OUT.

B 45 P-47'S 49 SPITS

C 41 P-47'S 49 SPITS

D 30.5 G.P.

E THROUGH V - NIL.

PART III - RECCE  
-----

6 A/C TAC/R 4 A/C ARTILLERY ADJUSTMENT CLAIMS  
& LOGS & NIL

VED 4/02/0514 A JP  
Dne Du



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1007 IV - 40000

AM MIL.

CM MIL.

CC MIL.

DD LARGES 1-2-0, ELCS 44-0-1, PR CUTS 5.

EE MIL.

FF 5/1: MIL. FLAK: MEDIAN, LIGHT, ACCURATE INTENSE  
W-1 0030. LIGHT INACCURATE MODERATE-075000, W-055555.  
MEDIAN, ACCURATE MALLONATH, LIGHT, MEDIAN SCANT  
MILLONATH. LIGHT MEDIAN INTENSE ACCURATE AT W-032041.

GG MIL..

..UNMASTER..

HT 0004100

BOOKER 0450 0000

6007/2 0503A/FEB

MAR 4 1975 05 14



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 7

SUPVR JEIR V JETP NR MULTIPLE ADS MSG 4 CALLS

JEUS V JETP NR 6-1 URGENT URGENT

AMV V JETP NR 5-2 URGENT URGENT

AMV V JETP NR 5-3 URGENT URGENT

ISM V JETP NR 5-4 URGENT URGENT

FROM 1ST TAC AF (PROV) 010700A  
TO USSTAF (MAIN) ATTS D/OPS  
USSTAF (REAR)  
SHAET AIR (MAIN) OPS RECORDS  
AIR MCNISTRY WAR ROOM, WHITEHALL  
2ND TAF  
6TH ARMY

CONFIDENTIAL BT

D-1900 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 59  
PERIOD 272000 TO 282000

42ND BOMB WING & XII TAC

PART I - METIUM BOMBERS

21/21 B-26'S EMMENDINGEN FACTORY AND MATERIAL AREA W 055460, 39.75  
TONS DEMO, EXCELLENT.  
19/18 B-26'S EMMENDINGEN FACTORY AND MATERIAL AREA W 055460, 28.30  
TONS DEMO, EXCELLENT.

PART II - FIGHTERS & F/B

A ARMED RECCE, AIR COOPERATION, DIVE BOMB, RAIL CUTTING, LEAFLET DROPS.

B 430 P-47'S.

C 440 P-47'S.

D10PS

Information Center

20314

68.25

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

D 168.32 G.P.,  
32.75 R.D.Y.  
5.85 FRAGS  
3.84 INC.  
1.8 I.P.

E NIL.

F 2-0-2 AIR.

G 2 P-47'S.

H 2 P-47'S.

PART III - RECCE

14/28 A/C TAC/R, 13/16 A/C PHOTO RECCE 1/2 A/C ARTILLERY ADJUSTMENT.

PART IV - RECCE

AA SEVENTH U.S. ARMY

BB 450/446 P-47'S.

CC 119.28 TONS.

DD E/A AIR 2-0-2 LOCO 1-3, RR CARS 12-116, BLDGS 10-0, W/T 11-6, HTV 9-0, AV 1-0, SUPPLY DUMP 0-4, TRAILERS 1-0, GUN POS 1-28, RR BRIDGES 1-0, TUNNELS 0-3, BARRACKS 2-0, FUEL TANKS 3-0, FUEL DUMPS 0-1, BARGES 0-1, BARRAGE BALLOONS 2-0, RR CUTS 27, ROAD BLOCKS 3, M/Y ATTACKED 2.

EE 2-0-2 AIR.

FF 5 FW 190'S, 32 ME 109'S.

GG 2 P-47'S.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SYEVITAC 6

SUPVR JEUS V JETT HW MULTIPLE ADS MSG 4 CALLS

JEUS V JETT NR 6-1 URGENT URGENT

HW V JETT NR 6-2 URGENT URGENT

HW V JETT NR 6-3 URGENT URGENT

HW V JETT NR 6-4 URGENT URGENT

ROM 1ST TAC AF (PROV) 010701A  
TO USSTAF (MAIN) ATTS D/OPS  
USSTAF (REAR)  
SHAFT AIR (MAIN) OPS RECORDS  
AIR MINISTRY WAR ROOM, WHITEHALL  
2ND TAF  
6TH ARMY

CONFIDENTIAL BT

WIPER

1901 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 39  
PERIOD 272000 TO 282000

FIRST FRENCH AIR FORCE

PART II - FIGHTERS & F/B

A ARMED RECCE, AIR COOPERATION DIVE BOMB, RAIL CUTTING, SWEEPS,  
ESCORTS.0

B 36 SPITFIRES 32 P-47'S.

C 36 SPITFIRES 32 P-47'S.

D 13.30 G.P. 75 TRACS.

E THROUGH W - NSL.

PART III - RECCE - WIL.

40PS

Start Contin

20307

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PART IV - AMUZKO

AA FIRST FRENCH ARMY.

BB 36/36 SPITFIRES 32/31 P-47'S.

CC 13.280

FF LOCO 1-1, RR CARS 60-3, TUNNELS 0-1, RR CUTS 16, M/Y ATTACK  
SPUR TRACK 0-1.

EE NIL.

FF HEAVY ACCURATE SCANT EMMENDINGEN, LIGHT INTENSE ACCURATE AT ORB.  
HEAVY INTENSE ACCURATE W 336692.

GG NIL.O

WEBSTER

BT 010701AO

400 1-100 27 54

1.001/01

1952 34

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

EMERGENCY BROADCAST

ARM AFA MAH V AFF AAT NR 7 URGENT 0 0  
MAH T SELF AMY  
ARM T SELF  
AFA T SELF

FROM 1ST TAF AF (PROV) ~~283500A~~ 283500A

TO USSTAF (MAIN) ATTN: D/OPS, SHAFF AIR (MAIN) OPS RECORDS  
SHAFF AIR (STANMORE OPS RECORDS), AIR MINISTRY WAR ROOM  
WHITEHALL.

CONFIDENTIAL BT

1828 FIRST TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 33  
PERIOD 281217 TO 241822

AA. SEVENTH U.S. ARMY  
BP. 1315P-478  
CC. 754.85 TONS  
DE. TRANSFORMER STATION 1-2-2, POWERLINE TOWER 1-2-2, GUN POSITIONS  
2-2-1, ~~ARMED~~ AMMO WAREHOUSES 1-2-3, RR BRIDGES 2-25, M/T  
133-15-239 BLGS 282-2-47, LOCS 9-2-136, RR CARS 248-2-561,  
TANKS 13-2-24, AFV 13/2/2, STAFF CARS 2/2-3, HDV 16-2-22,  
RR CUTS 63, ROAD BLOCKS 17, M/Y 2-2-15, PONTOON BRIDGES 3-2-3,  
BARGES 2-2-7, TAILERS 2-2-1, RADAR STATION 2-2-2, SNOW PLOWS  
2-2-2, PONTOON SECTION 2-2-1, TUNNEL 2-2-1, ESTIMATED ~~REPTROOPS~~  
AND 22 HORSES KILLED, ROAD BRIDGE 3-2-1, ROAD CUTS 7, AMMO DUMP  
1, STORAGE ~~TANKS~~ TANKS 2-2-2.

EE. NIL

FF. E/A : 8 UNIDENTIFIED ~~ARMED~~ A/C 0910, 08000 FEET, 8MILES EAST OF  
W251244.  
FLAK 1 BURST HEAVY FLAK RASTATT. SCANT, HEAVY FRANKENTHAL,  
WORMS, SCANT, LIGHT M-4516, SCANT LIGHT AND ASCANT HEAVY M-5819.  
MODERATE HEAVY COLMAR. ~~MODERATE~~ MODERATE LIGHT Q-8145.  
SCANT HEAVY V-8045 AND V-7334. SCANT LIGHT R-115125. SCANT HEAVY  
BREISACH. MODERATE LIGHT V-8551, LIGHT HEAVY INTENSE LIGHT  
R-1717. SCANT HEAVY, SCANT LIGHT R-230216. SCANT LIGHT  
KARLSRUHE. SCANT HEAVY GREMSHEIM R4674 SCANT LIGHT SCANT HEAVY,  
SCANT LIGHT 2-22. ~~MODERATE~~ MODERATE LIGHT. SCANT HEAVY



THIS PAGE IS UNCLASSIFIED

V-0007, LARRY DICK, BUREAU OF THE ARMY ACCOUNTING OFFICE, [REDACTED] [REDACTED]  
MCC AIR, [REDACTED] [REDACTED] [REDACTED] [REDACTED]

- 933

50455 00 2

TOLERATE LIGHT. SCANT HEAVY

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AS TIK PSE .

AEW V AFF AAT NR40/27 P P  
FROM HQ FIRST TACTICAL AIR FORCE( PROV) 271225A  
TO  
USSTAF( MAIN) ATTN: D/OPS  
SHAFF AIR( MAIN) OPS RECORDS  
SHAFF AIR( STANMORE OPS RECORDZ XXXX RECORDS)  
AIR MINISTRY WAR ROOM WHITEHALL

BT CONFIDENTIAL  
NR D-1763

REFERENCE YOUR MESSAGE U A 64855 DISREGARD OUR MESSAGE D-785 OUR MESSAGE D-1395 IS CORRECT. WEEKLY SUMMARY  
COVERING PERIOD 28/1800 TO 04/1800 TO FOLLOW

M ----- W E B S T E R -----

BT 271225A  
AS F C  
K WITH R PSE  
VM  
TOD 1748  
VAEW R.....271750A

VLW.

KK

D-785  
D-1395

20005  
105/129



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Cable Written*  
*STB*

*CJC USFAS*  
*T - USSTAF TAF*

TAC 3

XICJUS V JETP NR 3 URGENT  
JUS T SELF ADV

1/20/50

1/20/50

*D/ops*

*1/20/50*

FROM FIRST TACTICAL AIR FORCE (PROV) 270121  
TO USSTAF (MAIN), ATTS D/OPS, USSTAF (HEAR) SHAET AIR (MAIN) OPS  
RECORDS AIR MINISTRY WAR ROOM WHITEHALL, 3 TAF, 6TH ARMY.  
CONFIDENTIAL BT

NR D 1737 FIRST TAC AF (PROV)

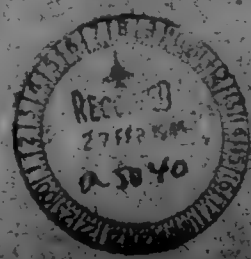
MULTIPLE ADDRESS FIRST TACTICAL AIR FORCE (PROV)  
CONFIDENTIAL

PERIOD 232000 TO 262000

FIRST FRENCH AIR FORCE

PART II FIGHTERS AND FIGHTER BOMBERS

A ARMED KECCE AND BOMBING, FIGHTER WEAP.



*19891*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

B 30 SPITS 29 P-47's.

C 12 SPITS 26 P-47's.

D 49 TONS G.P.

E NIL.

F. NIL.

G. NIL.

H. NIL.

PART III - RECCE

4 SORTIES VISUAL RECCE, 2 ARTILLERY ADJUSTMENTS.

CLAIMS & LOSSES NIL.

PART IV - ANNEX

AA FIRST FRENCH ARMY.

BB 30/12 SPITS 29/12 P-47's.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

*Written*  
CC AB TONY C. P.

DE LOCOS 2-0-0, RR CTS 20-0-70, RAIL CUTS 2, RR BRIDGES 1-0-1.

EE NIL.

FF HEAVY ACCURATE RASTATT, HEAVY ACCURATE FREIBURG, INTENSE ACCURATE  
K-056432, LIGHT MODERATE VILLINGEN.

GG NIL.

WEBSTER

BT 270121

ROSY KK

6005/27

12/27/217A

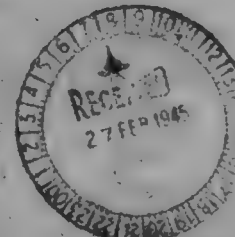
12/27/217A

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*Callie Wm  
LT B*



TAC 3

JEUS V JETIF NR 2 URGENT URGENT  
JEUS I SELF AWV

FROM FIRST TACTICAL AIR FORCE (PROV) 260034  
TO USSTAF (MAIN), ATTS D/OPS, USSTAF (REAR) SHAFT AIR (MAIN) OPS  
RECORDS AIR MINISTRY WAR ROOM WHITEHALL, 2ND TAF, SIXTH ARMY.  
FIRST TAF (PROV)

CONFIDENTIAL BT

NR D 1736  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 27  
PERIOD 252000 TO 262000

42ND BOMB WING & XII TAC  
PART I MEDIUM BOMBERS

NO OPERATIONS FOR TARGET

PART II FIGHTER & FIGHTER BOMBERS

- A FIGHTER BOMBER, D/B, AIR COOPERATION, A/E, RAIL CUTTING, WITF FIGHTER.
- B 127 P-47'S 3 HEADFIGHTERS
- C 113 P-47'S 3 HEADFIGHTERS
- D 64 TOMB C.P., 3,52 INC.
- E THROUGH C WIL
- F 5 P-47'S 3 WIT COLLISION & CATS E.



*19882*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PART III TAC/R

18/18 A: VISUAL RECCE. CLAIMS: NIL LOSSES: NIL

PART IV

AA U.S. SEVENTH ARMY

AB 177/113 P-47'S.

AC 64 TONS C.P., 5.22 INC.

AD CLAIMS: M/Y ATTACKED 6, LOCO 1-6, RR CARS 27-39, W/T 6-6, RR CUTS 6, ROAD BLOCK 4, OPERATION TOWER 6-1, BUILDINGS 4-11.

AE NIL

AF FLAK: MEDIUM HEAVY W-3080, SCANT HEAVY NEUSTADT, INTENSE LIGHT R-2975, NEUSTADT, W-8395, W-7688. MEDIUM LIGHT W-3085, W-4789. SCANT LIGHT W-6361, W-6685, W-1388, SPEYERDORF, W-985490, NEUSTADT.

AG 3 P-47'S

WEBSTER

BT 260054

ROST KKH

6003/27

Rec'd 27/01/47

EXP 27/01/47

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P  
A  
C  
E

I

I

P

C

I

A

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

I

TAC 2 TAC 2

JEUS V JETF NR 6 0 0 0 0 0  
JEUS T SELF AWW AFA AMY XSM

FROM HQ FIRST TACTICAL AIR FORCE (PROVISIONAL ) 260343A  
TO USSTAF (MAIN), ATT: D/ OPS, USSTAF (REAR) SHAEF AIR (MAIN) OPS  
RECORDS AIR MINISTRY WAR ROOM WHITEHALL, 2 TAF, 6 ARMY  
CONFIDENTIAL BT

NR D 1661 1 TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 56  
PERIOD 242000 TO 252000

42 BONE WING & XII TAC  
PART I MEDIUM BOMBERS

- 4 MISSIONS, 143 SORTIES, 266.85 TONS  
23 B-26'S DONAUESCHINGEN BARRACKS & SUPPLY AREA W569291, 139X500  
DEMOS, EXC.  
48 B-26'S AMMO DUMP R949747, 368X500, DEMOS EXCELLENT  
45 B-26'S SIEGELSEACH, AMMO DUMP, 332X500 DEMO, 24X500 1B, EXCELLENT  
27 B-26'S BARRACKS & SUPPLY AREA W569291, 200X500 DEMOS, 22X100 WP,  
EXCE.

LOSSES: 1 B-26 DUE ENGINEERING FAILURE.

#### PART II FIGHTER & FIGHTER BOMBERS

A FIGHTER SWEEP, A/R , RAIL CUTTING, ESCORT, CLOSE COOPERATION, D/B

B 642 P-47'S, 7 BEAUFIGHTERS

C 635 P-47'S , 7 BEAUFIGHTERS  
D 273.5GP, 18.76 1B, 170 ROCKETS

E NIL

F E/A IN AIR 1-1-0, E/A ON GROUND, 0-0-2

G 5 P-47'S

H 5 P-47'S

*Handwritten:*  
2/10/55  
5th Cont.

*Handwritten:*  
450  
1.75  
11  
6  
12  
237

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART III RECCE

52-52 F-5'S TAC /R  
2-2 F-5'S ARTILLERY ADJUSTMENT  
21-21 F-5'S P/R

CLAIMS AND LOSSES NIL

PART IV ANNEX

AA 7TH US ARMY

EE 624/635 P-47'S

CC 292.26 TONS, 170 ROCKETS

DE E/A IN AIR 1-1-0, E/A ON GROUND 0-2, TANKS 3-7, LOCS 12-33,  
RR CARS 119 -383, M/T 40-67, PLGS 52-41, OIL TANKS 1-0, GUNS 0-2, BARGES  
0-2, STAFF CARS 0-1, TRAILERS 0-1, ROUND HOUSES 1-1, RD CULVERT 1-0,  
RD BRIDGES 0-3, AFV 1-2, RAIL BRIDGES 0-1, HDV 1-0, BRIDGES 0-1, TUNNELS  
0-4, AMMO DUMP 0-1, RD BLOCKS 3, RAIL CUTS 41, M/Y ATTACKED 7

EE 1-1-2

ET E/A; 20 PLUS ME 109'S PLUS FW190'S, 10,000 FT R5288,  
CLAIM 1-0-0, FW190. 3 FW190'S ON DECK, M6010, CLAIM 0-1-0 FW 190.  
FLAK: INTENSE HEAVY Q9592, MODERATE HEAVY MANNHEIM NE OF HAGENAU.,  
LUTWIGSHAFEN, R6094, W2020, SCANT HEAVY SPEYER, ZWEIERUCKEN, SOULTZ,  
MANNHEIM Q7283, Q9693, M2324, R4558, R0838, R6900, R2169, R4595, R6497,  
R4893, R1037, INTENSE LIGHT WIDELBURG, SOULTZ, KARLSRUHE, NUENSTATT,  
TRAIN ANT M/Y, M5520, Q6676, R5664, R5773, R2856, R2784, Q4169, R1294,  
Q6963, Q9494, R5270, R7234, Q9592, R1037, R4079, Q8650, R5670,  
R6900, R2169, Q4067, W5407, R8445, R1037, R4148, MODERATE LIGHT RASTATT  
BRIDGE, PFORT FREIBURG, KENZINGEN, R2556, Q6477, Q9493, Q2783, R6084, R  
3949, R0837, W6753, Q5874, S0542, R1037. SCANT LIGHT ZWEIERUCKEN,  
SWOLTZ, WISSENBERG, HEILBRONN, ST. INGBERT Q3471, R1639, R3851, Q4580,  
M1038, R2855, R1067, R0248, R1971, R9845. ROCKET FLAK W2743, SMALL  
ARMS FIRES- TANKS Q437786.

CC 5 P-47'S

WEBSTER

BT 260343A  
HANK KKKKKKK

6002/26  
11 26/0454A  
ID

THIS PAGE IS UNCLASSIFIED

Stop  
off at  
Start cont

JEUS V JETF NR 5 0 0  
JEUS T SELF AMW AFA AMY XSM  
FROM HQ FIRST TACTICAL AIR FORCE PROVISIONAL 26030CA  
TO USSTAF (MAIN), ATT: D/OPS, USSTAF (REAR) SHAEF AIR (MAIN)  
OPS RECORDS AIR MINISTRY WAR ROOM WHITEHALL, 2TAF, 6 ARMY  
CONFIDENTIAL BT

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 56  
PERIOD 242000 TO 252000  
FIRST FRENCH AIR FORCE  
PART II FIGHTERS AND FIGHTER BOMBERS

B 36 SPITS, 72 P-47'S  
C 36 SPITS, 74 P-47'S  
D 31 TONS, GP  
E THRU H NIL

AA FIRST FRENCH ARMY  
BB 36/36 SPIIS, 78/74 P-47'S  
CC 31 TONS, GP  
DD FACTORIES 1-0, RR STATIONS 1-1, M/T 1-0, LOCOS 1-0, BLEGs 3-0,  
RR CARS 110-60, SUPPLY DUMP 0-1 (W6S3433) RD BRIDGES 2-0 (W890375) RAIL  
CUTS 17 ( 3 AT 2/// AT W 950180, 1 JUST 300 FT SOUTH EAST OF W950180,  
1 AT NORTH APPROACH TO BRIDGE AT W90375, 2 AT SOUTH APPROACH TO  
BRIDGE AT W890375, 6 AT R640408, 4 AT R630001)

FR 400 FR 400 BLAK: HEAVY & LIGHT ACCURATE W988255



319.33-

*Drops  
Start Cont*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1  
TAC 1

JEUS V JET NR 5 0 0  
JEUS T SELF AWV AFA AMY XSM  
FROM HQ FIRST TACTICAL AIR FORCE PROVISIONAL 260300A  
TO USSTAF (MAIN), ATT: D/OPS, USSTAF (REAR) SHAFF AIP (MAIN)  
OPS RECORDS AIR MINISTRY WAR ROOM WHITEHALL, 2TAF, 6 ARMY  
CONFIDENTIAL BT

NRD 1660 1 TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO 56  
PERIOD 242000 TO 252000  
FIRST FRENCH AIR FORCE  
PART II FIGHTERS AND FIGHTER BOMBERS

A SWEEPS, D/R, ESCORT, A/R

B 36 SPITS, 78 P-47'S  
C 36 SPITS, 74 P-47'S  
D 31 TONS, GP  
E THRU H NIL

PART III RECCE..... NOT REPORTED  
PART IV ANNEX

AA FIPST FRENCH ARMY  
BB 36/36 SPITS, 78/74 P-47'S  
CC 31 TONS, GP  
DD FACTORIES 1-C, RR STATIONS 1-1, M/T 1-C, LOCCS 1-C, BLDGS 3-0,  
RR CARS 110-60, SUPPLY DUMP C-1 (W683433) RD BRIDGES 2-0 (W890375) RAIL  
CUTS 17 ( 3 AT 2/// AT W 950180, 1 JUST 300 FT SOUTH EAST OF W950180,  
1 AT NORTH APPROACH TO BRIDGE AT W890375, 2 AT SOUTH APPROACH TO  
BRIDGE AT W890375, 6 AT R640408, 4 AT R630001)

EE NIL FF E/A: FLAK: HEAVY & LIGHT ACCURATE W988255  
GG 1 P-47

WEBSTER

BT 260300A  
HANK KKKKKKKK

*Recd 26/04/48*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

21933-

TAC NR 4 RERUN IMI TAC 4 RERUN

TAC 4 TAC R

URGENT URGENT

JEUS V JETF NR 15 URGENT  
T AMY XSM AEW AWW

FROM 1ST TAC AF (PROV) 250941A  
TO AIR MINISTRY, WAR ROOM WHITEHALL  
2 TAF  
SIXTH ARMY GROUP  
USSTAF (MAIN) ATT: D/OPS  
ISSTAF (REAR)  
SHAFF AIR (MAIN) OPS RECORDS  
CONFIDENTIAL BT

D-1615

FIRST TAC AF

*D/ops*

*D/Int, Dist Cont*

*11617*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MULTIPLE ADDRESS

OPSUM NUMBER 54 PERIOD 221800 TO 231800

42ND BOMB WING AND XII TAC

PART I MEDIUM BOMBERS

4 MISSIONS 95 SORTIES

20 B 26'S BROMBACH FACTORY WA 960930 37.50 TONS DEMO FAIR

T BG WYJ REINTHAL RAIL BRIDGE WR 1368 MISSED WEATHER

4 B 2'S Q 90863 7 TONS DEMO, NAIR

T B 26' OBERHAUSEN, TOWN, V 9858 12; 59, \$3.9, GOOD

6 B 264S GOTTENHEIM, TOWN, V 9939 10 TONS DEMO, GOOD

2 B26'S RETURNED 3.5 TONS DEMO TO BASE

9 B 264S BALLOON PROTECTED WOODED AREA 05.25 TONS DEMO AND 4.25  
LONG DELAY BOMBS ON MZUN802228, GOOD

6; B 26'S REINTHAL RAIL BRIDGE WR 1368, 1150 TONS, MISSED, WEATHER.

17 B 26'S M/Y W312208 28.75 DEMO AND 4.25 LONG DELAY BOMBS, EXCELLENT.

1 B 26 2 TONS DEMO RETURNED TO BASE.

9 B 26'S M/Y W312228, 15.25 DEMO 4.25 LONG DELAY GOOD

9 B 26'S FACTORY W339248 5.25 DEMO 4.25 LONG DELAY EXCELLENT

PART II FIGHTER AND FIGHTER BOMBERS

A. ARMED RECCES, AIR COOPERATION RAIL CUTTING, SWEEPSGN EX// ESCORT.

B. 307 P-47'S 68 SPITFIRES, 96 B6C 4 BEAUFIGHTERS

C. 304 P-47'S 68 SPITFIRES 74 B26'S 4 BEAUFIGHTERS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

- D. 140.25 GP. 2.76 INCENTIVARIES 166 DEMOS
- E. NIL
- F. NIL
- G. 1 P-47 FLAK

#### PART III RECONNAISSANCE

7 MISSIONS 14 SORTIES

A. 7TH US ARMY

BOGM 475/448

CC. 143.01

DE. CLAIMS: LOCOS 2-0, BUILDINGS 19-5, RAIL CUTS 10, M/T 8-40,  
R/R CAPS 1-61, GUNS 0-1, TRAILERS 0-1, RAIL TOW 0-1, STAFF  
CARS 7-7, R/R TUNNEL 0-1, SAW MILL 0  
1, FUEL TANKS 1-0,  
TANKS 0-3, M/Y 0-2, RAIL BRIDGE 0-1, ROAD BLOCKS 2.

EF. NIL

FF. FLAC: MODERATE HEAVY, FRIEBURG, SCANT HEAVY Q6780, QGYIIQN  
INTENSE LIGHT R 0903, QGYIIQN Q7074, M1200, Q/890 779,  
MODERATE LIGHT W 7688, R 0393, R 2956, SCANT LIGHT Q 6583,  
Q 6780, R 1299, Q 5365, Q 8690, Q 5289, R 1642, R 1781,  
GERMERSHEIM.

GG. 1 P-47

FIRST FRENCH AIR CORPS

#### PART II FIGHTERS. FIE

- A. PRE BRIEFED BOMBING, ARMED RECCES, SWEPS, ESCORTS.
- B. 127 P-47'S 67 SPITFIRES
- C. 123 P-47'S 64 SPITFIRES
- D. 59.50 648 G.P.
- E. THROUGH H NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PART III RECONNAISSANCE

2 MISSIONS 4 SORTIES

PART IV ANNEX

AA. FIRST FRENCH ARMY

EO. 127.123 P-47'S 67/64 SPITFIRES

CC. 59.50 G.P.

FF. CLAIMS: LOCOS: 2-0, BUILDINGS 17-7, RAIL CUTS 43, RADAR STATIONS  
0-1, POWER STA 0-1, AMMO DUMP 0-1, SUPPLY DUMP 0-1, WAREHOUSES 0//  
1-9 SWITCH -1-0.

FF. NIL

FF. LIGHT MODERATE W 564252, LIGHT MODERATE ACCURATE W 540261, LIGHT  
MEDIUM LIGHT AT SCHONAU W 118097

G. NIL

E. 304 P-47'S 68 SPITFIRES 74 B26'S 4 BEAUFIGHTERS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Capt Hughes*

*Home 3000  
6/15*

*5/10/5*

*27 Intel Station*

TTC

URGENT 2 JUNE 64 0413 URGENT URGENT  
T 0015

FROM FIRST TACTICAL AIR FORCE (PROV) 12003  
TO HQSTAF (MAIN) ATT. DIRPS, SHAFF AIR (MAIN) OPS RECORDS, SHAFF AIR  
(STANMORE OPS RECORDS, AIR MINISTRY HAS BEEN INFORMED).  
CONFIDENTIAL

RE 270 FIRST TAC AS (PROV)

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO 30 PERIOD 2 1000 TO 041 00  
AM US SEVENTH ARMY & FIRST FRENCH ARMY

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

BT ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

T 100-2  
MAY

— 22 —

1  
 2  
 3  
 4  
 5  
 6  
 7  
 8  
 9  
 10  
 11  
 12  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25  
 26  
 27  
 28  
 29  
 30  
 31  
 32  
 33  
 34  
 35  
 36  
 37  
 38  
 39  
 40  
 41  
 42  
 43  
 44  
 45  
 46  
 47  
 48  
 49  
 50  
 51  
 52  
 53  
 54  
 55  
 56  
 57  
 58  
 59  
 60  
 61  
 62  
 63  
 64  
 65  
 66  
 67  
 68  
 69  
 70  
 71  
 72  
 73  
 74  
 75  
 76  
 77  
 78  
 79  
 80  
 81  
 82  
 83  
 84  
 85  
 86  
 87  
 88  
 89  
 90  
 91  
 92  
 93  
 94  
 95  
 96  
 97  
 98  
 99  
 100  
 101  
 102  
 103  
 104  
 105  
 106  
 107  
 108  
 109  
 110  
 111  
 112  
 113  
 114  
 115  
 116  
 117  
 118  
 119  
 120  
 121  
 122  
 123  
 124  
 125  
 126  
 127  
 128  
 129  
 130  
 131  
 132  
 133  
 134  
 135  
 136  
 137  
 138  
 139  
 140  
 141  
 142  
 143  
 144  
 145  
 146  
 147  
 148  
 149  
 150  
 151  
 152  
 153  
 154  
 155  
 156  
 157  
 158  
 159  
 160  
 161  
 162  
 163  
 164  
 165  
 166  
 167  
 168  
 169  
 170  
 171  
 172  
 173  
 174  
 175  
 176  
 177  
 178  
 179  
 180  
 181  
 182  
 183  
 184  
 185  
 186  
 187  
 188  
 189  
 190  
 191  
 192  
 193  
 194  
 195  
 196  
 197  
 198  
 199  
 200  
 201  
 202  
 203  
 204  
 205  
 206  
 207  
 208  
 209  
 210  
 211  
 212  
 213  
 214  
 215  
 216  
 217  
 218  
 219  
 220  
 221  
 222  
 223  
 224  
 225  
 226  
 227  
 228  
 229  
 230  
 231  
 232  
 233  
 234  
 235  
 236  
 237  
 238  
 239  
 240  
 241  
 242  
 243  
 244  
 245  
 246  
 247  
 248  
 249  
 250  
 251  
 252  
 253  
 254  
 255  
 256  
 257  
 258  
 259  
 260  
 261  
 262  
 263  
 264  
 265  
 266  
 267  
 268  
 269  
 270  
 271  
 272  
 273  
 274  
 275  
 276  
 277  
 278  
 279  
 280  
 281  
 282  
 283  
 284  
 285  
 286  
 287  
 288  
 289  
 290  
 291  
 292  
 293  
 294  
 295  
 296  
 297  
 298  
 299  
 300  
 301  
 302  
 303  
 304  
 305  
 306  
 307  
 308  
 309  
 310  
 311  
 312  
 313  
 314  
 315  
 316  
 317  
 318  
 319  
 320  
 321  
 322  
 323  
 324  
 325  
 326  
 327  
 328  
 329  
 330  
 331  
 332  
 333  
 334  
 335  
 336  
 337  
 338  
 339  
 340  
 341  
 342  
 343  
 344  
 345  
 346  
 347  
 348  
 349  
 350  
 351  
 352  
 353  
 354  
 355  
 356  
 357  
 358  
 359  
 360  
 361  
 362  
 363  
 364  
 365  
 366  
 367  
 368  
 369  
 370  
 371  
 372  
 373  
 374  
 375  
 376  
 377  
 378  
 379  
 380  
 381  
 382  
 383  
 384  
 385  
 386  
 387  
 388  
 389  
 390  
 391  
 392  
 393  
 394  
 395  
 396  
 397  
 398  
 399  
 400  
 401  
 402  
 403  
 404  
 405  
 406  
 407  
 408  
 409  
 410  
 411  
 412  
 413  
 414  
 415  
 416  
 417  
 418  
 419  
 420  
 421  
 422  
 423  
 424  
 425  
 426  
 427  
 428  
 429  
 430  
 431  
 432  
 433  
 434  
 435  
 436  
 437  
 438  
 439  
 440  
 441  
 442  
 443  
 444  
 445  
 446  
 447  
 448  
 449  
 450  
 451  
 452  
 453  
 454  
 455  
 456  
 457  
 458  
 459  
 460  
 461  
 462  
 463  
 464  
 465  
 466  
 467  
 468  
 469  
 470  
 471  
 472  
 473  
 474  
 475  
 476  
 477  
 478  
 479  
 480  
 481  
 482  
 483  
 484  
 485  
 486  
 487  
 488  
 489  
 490  
 491  
 492  
 493  
 494  
 495  
 496  
 497  
 498  
 499  
 500  
 501  
 502  
 503  
 504  
 505  
 506  
 507  
 508  
 509  
 510  
 511  
 512  
 513  
 514  
 515  
 516  
 517  
 518  
 519  
 520  
 521  
 522  
 523  
 524  
 525



73. 15. 8

2003-01-19



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JEJE "MR.1295"/1296 0 -0  
QVR 1/2  
FROM HQ FIRST TACTICAL AIR FORCE (PROV) 240543A  
TO USSTAF (MAIN), ATT: D/OPS (AEW)  
USSTAF (REAR) (AWW)  
SHAETF AIR ROOXXXXXXX (MAIN) (AFA) OPS RECORDS,  
AIR MINISTRY WAR ROOMS WHITEHALL, (AMY)  
2 TAF (XSM)  
6 ARMY (JEND)

GR - - BT C O N F I D E N T I A L (MULTIPLE MESSAGE)

21535 1ST TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO.54

PERITD 221800 TO 231800

42 BOMB WING AND X11 TAC

PART 1 - MEDIUM BOMBERS

6 MISSIONS, 147 SORTIES, 264 TONS, DEMO.

27 B-26S ON STANDEUHL, NAIL FILL, AND BRIDGES - M172098,

53.5 TONS DEMO, GOOD.

27 SAME AS ABOVE, TXXX 54 TONS DEMON GOOD.

24 D-XXXX

24 B-26S ON CARLSBERG RR BRIDGE M 178016, 47 TONS DEMO, FAIR.

18 B-26S ON SAME AS ABOVE, 33 TONS DEMO, FAIR.

3 B-26S ON ODERSTEINMETZ, 0965483, 10 TONS, FAIR.

27 B-26S ON ST INGBERT AMMO DUMP AND FUEL DUMP Q543739, 59

TONS, FAIR.

3 B-26S SAME AS ABOVE, 16.5 DEMOS, POOR.

10 B-26S DID NOT DROP BOMBS, FAILED TO IDENTIFY TARGET.

PART 11 FIGHTER AND FIGHTER BOMBERS.

A LEAFLET, ESCORTN D/B, A/R, AIR COOPERATIONS, RAIL CUTTING.

D B 470 P-47S

XXXXXXXXXXXXXXXXXXXX

B 470 P-47S.

C 470 P-47S.

D 220,25 GP, 10.24 IB, 2.6 FRAGS, .45 WP, 88 ROCKETS.

E NIL

F 1-0-0 IN THE AIR

XXXXXX

G 1 P-47

H 2 P-47S

PART 111 RECCE

58-58 F-6S ON TAC/R

12-12 F-6S ON P/R

CLAIMS: E/A IN AIR 11-1-4 ME109S

LOSSES: 1 F-6 DAMAGED CAT 2, COMBAT.

PART IV ANNEX

AA TRG US ARMY

DB 470/470 P-47S

CC 233.54 TONS

DD LOCOS LAWN RR CARS 49-XXXX 49-64, MFT 12-25, TRAILERS XXXX

CHIEFLY DUMPS 1-2, AMMO DUMPS 2-1, (R531422) EL DKS 9000

1701x

9-4986  
9/0

19382

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ARRIVERS R/V 777, OUTPOST 777, OBSERVATION TOWER 0-1, RR BRIDGE 2-1,  
E/A IN AIR 12-1-4, HDV 5-3, RR CUTS 46, GUNS 2-1, AFV 1-0,  
TUNNELS 0-10, E XXX RD BRIDGE 0-1 (R146678) RD BLOCKS 2.  
EE 12-1-4 IN AIR.  
FF E/A: 20 E109S OVER KARLSRUHE (CLAIM 11-1-4), 8-10 ME 109S IN  
MILES EAST OF KARLSRUHE (CLAIM 1-0-0-)

FLAK: INTENSE HEAVY: LUDWIGXXXXX LUDWIGSHAVEN. MODERATE HEAVY:  
W1597, LUDWIGSHAFFEN SA SCANT HEAVY: SAARBRUCKEN, R5343, R3469  
TO R3670. R4572, MANNHEIM, W-XXXXXXX W1396 TO W1794,  
Q7572, W 1595, R3529, WISSEMBOURG,  
Q9270, R3469, TO R3770, R3155, R7941, MODERATE LIGHT:  
R2586, S0965, BAD KRUEZ NACH, R2226, SCANT LIGHT: Q6362,  
R2357, Q7942 HOMBURG, R1990, Q9334, R1893, LANDAU, W7183, R5343,  
R4681, L8010 KAISE RLAUTERN, R1328, KARLSRUHE.

CC

CC 2 P-47S.

WEBSTER.

DT 240543A

AS

D1535 1 54 221800 231800 42 X11 1 6 147 264 27

D-268 M172098 54XXXX 53.5

24 24 25/XXXX 26 M178016 47 18 26 Q965483 10

27 26 Q543739 50 9 26 16.5 10 26 11 470 47 470 47 220.25

10.24 2.6 .45 881-0-0 1 47 1 47 50 6 12-12 6 11-1-4

233654249474 712470/470 47 58\*XXXX 58/58 6 12/12 5

-25 4-0 1-2 0-1 R531427 90-43 12-1-4

5-3 0-1 2-1 46 8-1 1-0 0-10 0-1 R146678 2 12-1-4

20 109 11-1

//////////

11-1-4 109 1 6 2 470/470 50/50 12/12 233.54 49-64

12-25 4-0 1-2 0-1 R531427 90-43 12-1-4 5-3 0-1 2-1

46 8-1 1-0 0-10 0-1 R146678 2 12-1-4 20 109 11-1-4

0-10 109 5 1-0-0- W1597 R 5343 R346

CCB AS FOR CHECK

CCNS PART IV ANNEX 5 LINR WA BLDGS 90-43

CCNS PART 1 MEDUY XXX MEDIUM BOMBERS

8 LINE WA Q54379XXXXXQ54379/////

JA Q543739 TP IMINI 50 IMI 50

THE NAME AT THE END OF THE MESSAGE IS WEBSTER WB WEBSTER

OK TB FOR NITS

CCB BBB P K

ANW R....241038A MFB BB P

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

JEUS V JEJE NR.1300 O AC  
QVR 1  
FROM 1ST TAC AF (PROV) 240544A  
TO USSTAF, (MAIN) ATT: D/OPS, USSTAF (REAR) SHAET AIR MAIN  
OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL, 2TAF  
6 ARMY.

U R G E N T CONFIDENTIAL BT  
NR 1536 1ST TAC AF (PROV) MULTIPLE ADDRESS  
FIRST TACTICAL AIR FORCE (PROVQL  
XXXX (PROV)  
OPSUM NO 54  
PERIOD 221800 TO 231800  
FIRST FRENCH AIR FORCES

PART 11 FIGHERS AND FIGHTER BOMBERS  
A. A/R, D/B, ESCORT, FIGHTER SUEEP  
B. 76 SPITS, 117 P-47S.  
C. 73 SPITS, 117 P-47S  
D. 54.25 CP  
E. THRU H NIL

PART 111 RECCE

1\*XXV

1-1 P-47 ON WEATHER RECCE. CLAIMS AND LOSSES : NIL

PART IV ANNEX

AA FIRST FRENCH ARMY

BB 117/117 P-47S

CC 54.25 TONS.

DD RR CUTS 21, RR CARS 10-200, LOCOS 0-2, RR CROSSING 1-0,  
RR BRIDGE 0-1, BLDGS 36-7, M/T 0-1, RADIO CAR 1-0,  
FACTORY 0-1.

EE NIL

FF E/A : NIL

FLAK : HEAVY/MODERATE INACCURATE SAARBRUCKEN, PSURRENDORF.

LIGHT MODERATE INACCURATE, PSURRENDORF, DONAUESDIENGEN.

W918395, LIGHT INTENSE ACCURATE, B030940, W778297, MODERATE INTENSE

ACCURATE W778297, HEAVY SCANT INACCURATE FREIBURG, MODERN

XXXX MODERATE INTENSE INACCURATE, LIGHT INTENSE RATTWEIL.

CC NIL

WEBSTER

DT 240544A

AS

1536 1 54 221800 231800 11 76 117 P-47S

73 117 P-47S 54.25 1-1 P-47 IV 117/117 P-47S

54.25 21 10\*200 XXXX 0-2 1-0 0-1 36-7 0-1 1-0 0-1

W918395 B030940 W778297 W778297

AS

N

CCN CORRECT WB SCANT LAST LINE BUT ONE TO HEAVY  
IMI HEAVY OK  
CZB BBBB P K  
AS  
AEW R.....240933A MFB K

117S  
117S

~~117S~~

REC'D

19369

1053/41

THIS PAGE IS UNCLASSIFIED

TA  
TAC 15

TAC 15

JEUS V JETT  
T AEW

NR80

URGENT/URGENT

FROM FIRST TACTICAL AIR FORCE (PROV) 221850  
TO USSTAF (MAIN) ATTN: D/OPS, SHAEF AIR (MAIN) OPS RECORDS,  
SHAEF AIR (STANMORE OPS RECORDS), AIR MINISTRY WAR  
ROOM WHITEHALL.

CONFIDENTIAL BT

NR D 1460

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO. 31 PERIOD 112000 TO 182000.  
A.A. SEVENTH US ARMY

A.A. SEVENTH US ARMY

B. B. 919.50

C.C. 919.52 TONS

24 X 75 ROCKETS

## 317 ROCKETS

24 X 75 ROCKETS  
D.D. LOCOS 69-152; BLDGS 526-178; TANKS 0-1; M/Y 0-47; SUPPLY  
DUMPS 1-0; RR CARS 1185-2276; AFV 20-17; HDV (JWRAWPC) SWITCH  
HOUSES 1-0; ROAD BRIDGES 0-1; GUNS 16-31; BARRACKS 15-0;  
TRAILERS 3-2; RR BRIDGES 1-3; ROAD BLOCKS 9; M/T 187-305;  
STAFF CARS 6-3; RR CONT TOWERS 0-4; VIADUCTS 0-1; RAIL CUTS  
99; FLAT CARS 0-1; AMMO DUMP 6-2; ROUND HOUSE 1-0; ROAD  
BLOCKS 9; RADAR STATION 0-1; LOAD RAMP 1-0; BARGES 0-6;  
POWER PLANTS 0-1; RADIO TOWERS 0-2; TOWERS 3-121  
2-E. 9-3-10  
E.E. 5-4-10

F.F. E/A: NIL. FLAK : MODERATE HEAVY Q7171. SCANT HEAVY FREIBURG  
KENZINGEN W8789, W8033, W1150, V9573, V9924, WISSEMBURG  
R1240, HOSLOCK, HAMBURG. INTENSE LIGHT HAMBURG, R2379, V2432,  
R1418, R1521, W8297, R8629, R2932, H8035, R3478, Q8442,  
Q7186, SELTZ, NEUSTADT, R2934, R3972, Q7171, R2015, Q9073,  
Q5365, PD MODERATE LIGHT MEUENKKIRCHEN, SAARBRUCKEN, R2733,  
WOOVEN W8040, R1618, W1804, R9969, W8637, Q9943, V4337, R1927,  
R1821, R3346, PD SCANT LIGHT ZWEIFRUCHEN, KENSTADT  
FOREST H8040, H8033, W1150, V9573, V9924, WISSEMBURG

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

W1790, R3130, R1548, R1030, R5048, R6657, R4047, R3062,  
R1767, W2565, HAMBURG. INTENSE HEAVY NEUSTADT, R3850, W8300,  
SCANT HEAVY HOMBURG, SELTZ, WISSEMBURG, WEST EDGE OF RASDAT,  
GERMERSHEIM, LUDSWIGHAVEN, R2540, R5252, W1072, Q6583, R2350,  
R2522, MANNHEIM, WALDSKUT, Q9073, BITCHE, RA398, KAISERLAUTERN,  
FREUDENSTADT, Q7060, WORMS. INTENSE LIGHT, LANDAU, LAUTERBURG,  
R2968, NEUSTADT, R3268, R5666, R3846, Q9073, R1295, M4510,  
Q6384, RJWRTRN R3850, Q8871, Q9073, PD MODERATE LIGHT  
NEUNKIRCHEN, HOMBURG, Q9373, R2866, Q8347, R2023, Q7391,  
R4841, R3850, R2463, R2766, Q4693, Q8465, M0308, Q2850, Q9271,  
R1224, FREUDENSTADT PD SCANT LIGHT WISSEMBURG, GERMERSHEI, BAD  
KURZNACH, R2556, M3051, R6051, M2315, M6613, R6563, L8032,  
Q5883, R3678, Q6879, R2984, R2353, Q9790, R5122, M2827, M5317,  
R5562, R4048, R2486, R1194, Q9073, L3409, WORMS, R2734,  
HOMBERG, STREAMER Q8595 PD IH Q5884, Q7181, MH R9740, LUD-  
WIGHAVEN, MALMSHEIM, R9741, SURBOURG, RASTATT PD SH SAARBRUCKEN,  
WORMS, OFFENBURG, GEMERHEIM, R8520, R4085, R6599, RA399,  
R2728, R3843, RA394, R6397, W2277, M6420, LUDWIGHAVEN,  
MANNHEIM, HEIDELBRUG, BITCHE, SACHSHEIM, IL OFFENBURG  
MARSHALLING YARD, LANDAU, NEUSTADT, HEIDELBURG, W1782,  
Q5884, Q7181, Q9990, Q5567, Q5665, R0494, R3569, R5264, R5160,  
R9740, R3072, R6258, R0236, S0941, PD OFORZHEIM Q9935, ML  
ZWEIBRUCKEN, KAISERSLAUTERN, HEIDELBURG, R6083, R0635, Q8388,  
HOMBACH, NE OF SAARBRUCKEN W2965, SL SCHIFFERSTEDT, LANDAU,  
Q6095, Q6977, Q9492, R5766, Q6779, Q7089, R0267, R5980,  
R5187, R6790, R3064, R7167, R9984, R1030, S1882, Q5166, E/A  
NIL FLAK: IH R8740, MH Q6683, AND FRENDENSTADT, SH LUDWIG-  
SHAVEN, MANNHEIM, KARLSRUHE, NEUSTADT, Q6557, ZWEIBRUCKEN,  
Q6660, Q3552, Q0735, R2828, R8140, W5185, W5285, W4985,  
KAISERSLAUTERN, Q6671, R9741, IL HAGENAU, (FOREST) EAST SIDE  
SIDE OF FORBACH, Q3572, Q4165, S0341, R9740, R7133, R3078,  
R8341, W5285, Q6384, W2272, PD ML MANNHEIM, WOODS AT W5187, W  
W2369, W1845, W2271, R5972, R5990, R9984, M4321, S4350,  
R1767, PD SL HUMBURG, W6680, W8696, Q6660, Q3572, Q6583,  
Q5338, R2876, R7737, R9293, R8140, AIRDROME AT M6234, Q9339,  
M2051, R9741 PD  
CG 7 P47'S 1B26 1P51 1 P38 PD

WEBSTER

DT 221850A

2000A

A4650

1015/12  
17/20  
DEC 20 01

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

STAND BY FOR O B/CAST PLSE  
K WHEN READY

EMERGENCY BROADCAST

XAH AEW V AFA AAT NR 81 URGENT O O  
XAH T AAH AY  
AEV

FROM HQ FIRST TACTICAL AIR FORCE (PROV ) 221855A  
TO USSTAD (MAIN) D/OPS SHAET AIR (MAIN) OPS RECORDS  
SHAET AIR (STANMORE OPS RECORDS ) AIR MINISTRY WAR ROOM  
WHITEHALL

BT

CONFIDENTIAL

NR D-161

FIRST TACTICAL AIR FORCE (PROV ) OPSUM NO 31 PERIOD 112000TO  
182000

A.A. FIRST FRENCH ARMY

B.B. 323/323 P47S 45/45 SPITFIRES

C.C. 80 TONS 25 X 75 MAPALMS

*Drops*

*1/2 gnt that Central*

*19065*

*31955*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

STAND BY FOR O B/CAST PLSE  
K WHEN READY

EMERGENCY BROADCAST

*Drops*

*Lt Genl Westcott*

XAH AEW V AFA AAT NR 81 URGENT 0 0  
XAH T AAH AY  
AEW

FROM HQ FIRST TACTICAL AIR FORCE (PROV ) 221855A  
TO USSTAD (MAIN) D/OPS SHAEF AIR (MAIN) OPS RECORDS  
SHAEF AIR (STANMORE OPS RECORDS ) AIR MINISTRY WAR ROOM  
WHITEHALL

BT

CONFIDENTIAL

NR D-161

*19065*

FIRST TACTICAL AIR FORCE (PROV ) OPSUM NO 31 PERIOD 112000TO  
182000

A.A. FIRST FRENCH ARMY

B.B. 323/323 PAFS 45/45 SPITFIRES

C.C. 80 TONS 25 X 75 MAPALNS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

D.D. LOCOS 4-1 . RAIL CUTS 34 , ROAD BRIDGES 1-0, RR CARS  
128-123, PLANK DEPOT 1-0 , ROAD BLOCK 1, M/T 34/12 ,  
FUEL DUMP 1, ROAD CROSSING 1-0 , BLDGS 16-3 , LUMBER DUMP 1-0 ,  
MDV 3-0 , RR BRIDGE 1-0 ,

E.E. NIL

F.F. E/A NIL . FLAK : LIGHT INTENSE ACCURATE AT B1737 , V8847 ,  
V963363 , HEAVY MODERATE SCANT INACCURATE AT W730873 : HEAVY  
MODERATE SCANT AT W300860 : LIGHT MODERATE ACCURATE AT R8740 :  
HEAVY INTENSE ACCURATE AT PFORZHEIM : HEAVY ACCURATE SCANT  
AT W077310 : HEAVY INTENSE ACCURATE AT V9319 , W9115 ,  
OFFENBURG : HEAVY LIGHT MODERATE ACCURATE AT W040496 : SCANT LIGHT  
AT W0132 : HEAVY SCANT AT RIEGEL : LIGHT ACCURATE AT BINGLINGEN :  
LIGHT MODERATE INTENSE AT V9335 . MODERATE LIGHT W-230685 .  
INTENSE INACCURATE W-260630 . HEAVY INTENSE CXXX ACCURATE AT  
SACKINGEN . E/A NIL FLAK IMA FASHINTEN AND B3088 .  
ILA V-982342 PD

G.C. 2 P 47S

-----SAVILLE-----

BT 221855A

AS

MCC XAH T AAH AMY

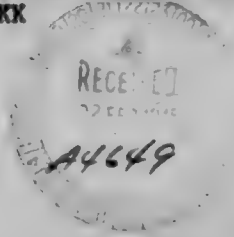
CC TO USSTAD (MAIN) ATTN D/OPS

AS FOR K WITH R

AEV K WITH R PSE AND STAND BY FOR FURTHER EMERGENCY

AEV RD .....222046A HMK KK

1133/22



2 FEB 20 47

6



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

STAND BY FOR EMERGENCY B/CAST

2/8/55  
XCM AEW XAH V AFA AAT 2/22 P// C C  
XAH T ANY  
AEW T ANY

FROM FIRST TACTICAL AIR FORCE ( PROV ) 220340A  
TO USSTAF ( MAIN ) ATT : L/OPS 7XX USSTAF ( REAR ) SHARP AIR ( MAIN )  
OPS RECORDS AIR MINISTRY WAR ROOM WHITEHALL 2 TAF 6TH ARMY .

CONFIDENTIAL BT

21401 1ST TAC AF ( PROV )  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE ( PROV )  
OPSUM NO.52  
PERIOD 202000 TO 212000

FIRST FRENCH AIR FORCE

PART II - FIGHTERS AND FIGHTER BOMBERS

A SWEEPS , ESCORT , WEATHER RECCE , ARMED RECCE , DIVE BOMB.  
B 24 SPITS , 107 P-47S.  
C 23 SPITS , 105 P-47S.  
D 47.5 TONS G. P. 1.5 TONS FRAGS .  
E THROUGH H- NIL .

PART III - RECCE

6-4 A/C TAC/R 1-1 P-47 WEATHER RECCE . CLAIMS AND LOSSES : NIL .

PART IV - ANNEX

AA FIRST FRENCH ARMY .  
BB 107/105 P-47S .  
CC 49 TONS .  
DD BLDGS 7-0-1 SUPPLY DUMPS 0-0-1 RAIL CUTS 7 ROAD BLOCKS 3  
CHIMNEY 1-0-0 RR JUNCTION 1-0-0.  
EE THROUGH GG - NIL .

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

42ND BOMB WING AND XII TAC

PART I - MEDIUM BOMBERS  
7 MISSIONS , 116 SORTIES , 166.75 DEMOS , 5 TONS W. P.

183-265 ON W/Y AND BRIDGE AT M277343, 106X 500 DEMOS , FAIR .

~~183-265 ON W/Y AND BRIDGE AT M277343, 106X 500 DEMOS , FAIR .~~

18 B-265 ON BAD MUNSTER RAIL BRIDGE M283351, 144X 500 DEMOS ,  
EXCELLENT .

3 B-265 ON BAD MUNSTER W/Y M281349, MARKER MISSION , 40X 100 W. P. .

GOOD  
183-265 ON BAD MUNSTER RAIL BRIDGE M283351, 139X 500 DEMOS ,  
EXCELLENT

3 B-265 ON BAD MUNSTER W/Y M281349, MARKER MISSION , 62X 100 W. P.  
GOOD

18 B-265 ON BAD MUNSTER RAIL BRIDGE M283351, 144X 500 DEMOS , GOOD .

123-265 ON LAKE R/R STATION W122723, 96X 500 DEMOS , POOR .

26 B-265 ABORTED PRIMARY AND ALTERNATE TARGETS .

LOSSES : NIL

PART 11 - FIGHTER AND FIGHTER BOMBERS

A AIR COOPERATION , ARMED RECCE , DIVE BOMB , ESCORT , LEAFLET .

B 391 P-47S.

C. 391P-47S.

D 137.5 G. P. , 26.38 I. B. , 1.4 W. P. , 138 ROCKETS .

E AND F-NIL

G 1 P-47.

H 1 P-47 .

PART 111 - RECCE

54/54F -6S TAC/R 17/17 F-6S P/R LOSSES AND CLAIMS : NIL .

PART IV - ANNEX

AA U. S. SEVENTH ARMY

BB 391/391 P-47S.

CC 165.28 TONS , 138 ROCKETS .

DD LOCOS 3-2-12 RR CARS 163-2-138M/T 7-2-5 HDV 3-2-3 BLDGS 88-2-52

GUNS 2-2-1 OIL STORG//// STORAGE TANKS 4-2-3 AMMO DUMPS 1-2-1 SUPPLY

DUMP 2-2-1 STAFF CARS 2-2-1 TUNNELS 2-2-1 RR STATION 1-2-3 RAIL CUTS

9 ROAD BLOCKS 3M/Y 2-2-2.

EE NIL .

42ND BOMB WING AND XII TAC

PART I - MEDIUM BOMBERS

7 MISSIONS , 116 SORTIES , 166.75 DEMOS , 5 TONS W. P.

18B-26S ON M/Y AND BRIDGE AT M077343, 106X 500 DEMOS , FAIR .

~~18B-26S ON M/Y AND BRIDGE AT M077343~~

18 B-26S ON BAD MUNSTER RAIL BRIDGE M083351, 144X 500 DEMOS , EXCELLENT .

3 B-26S ON BAD MUNSTER M/Y M081349, MARKER MISSION , 40X 100 W. P. GOOD

18B-26S ON BAD MUNSTER RAIL BRIDGE M083351, 139X 500 DEMOS , EXCELLENT

3 B-26S ON BAD MUNSTER M/Y M081349, MARKER MISSION , 60X 100X. P. GOOD

18 B-26S ON BAD MUNSTER RAIL BRIDGE M083351, 144X 500 DEMOS , GOOD .

12B-26S ON LAKE R/R STATION W100722, 96X 500 DEMOS , POOR .

26 B-26S ABORTED PRIMARY AND ALTERNATE TARGETS .

LOSSES : NIL

PART 11 - FIGHTER AND FIGHTER BOMBERS

A AIR COOPERATION , ARMED RECCE , DIVE BOMB , ESCORT , LEAFLET .

B 391 P-47S.

C. 391P-47S.

D 137.5 G. P. , 26.38 I. B. , 1.4 W. P. , 138 ROCKETS .

E AND F-NIL

G 1 P-47.

H 1 P-47 .

PART 111 - RECCE

54/54F -6S TAC/R 17/17 F-6S P/R LOSSES AND CLAIMS : NIL .

PART IV - ANNEX

AA U. S. SEVENTH ARMY

BB 391/391 P-47S.

CC 165.28 TONS , 138 ROCKETS .

DD LOCOS 3-2-12 RR CARS 163-2-138M/T 7-2-5 HDV 3-2-2 BLDGS 88-2-52

GUNS 2-2-1 OIL STORG//// STORAGE TANKS 4-2-2 AMMO DUMPS 1-2-1 SUPPLY

DUMP 2-2-1 STAFF CARS 2-2-1 TUNNELS 2-2-1 RR STATION 1-2-2 RAIL CUTS

9 ROAD BLOCKS 3M/Y 2-2-9.

EE NIL .

FF E/A : NIL

FLAK : MODERATE HAVY MANNHEIM , SCANT HEAVY Q5767, TRIER  
LUDWIGSHAVEN , KAISERLAUTERN Q3375, W5686, MANNHEIM , INTENSE  
LIGHT MUENKIRCHEN , VICINITY OF STUTTGART , MANNHEIM , R4148, Q7061,  
R 129940, W0872, R2855, W5686, MALMSHEIM M 2232, R2560, WORKS ,

MODERATE LIGHT M1802, Q4490, Q4791, MANNHEIM/// MANNHEIM , SCANT  
LIGHT W0270, Q6571, WEST END OF SAARBRUCKEN M/Y, FORBACH ,  
R2968, Q3967, Q4066, Q5771, W5686, L5509, R2110, WOLFACH  
R1334, R2855.

ROCKET FLAK -9000 FEET BETWEEN S1517 AND S5415.

SIX BARRAGE BALLOONS OVER BRIDGE AT GAMERSHEIM FROM  
4/5000 FEET .

GG 1P-47.

SAVILLE

BT 220342A

AS FOR CHECK

MCC IN PART 1 MEDIUM BOMBERS SECOND LINE WAAT M077343, QRRX IMI 144X NO

NOT 156X AS SENT

AS FOR K WITH R

AEW .K WITH R FOR AAT 2/22 0

AEW R.....220552A TMD

BBBB

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

734 1. 200 1

[illegible]

INFO: MR. FIRST TACTICAL AIR FORCE (THAV) .1 10 1  
TO: MR. (THAV), ATT: (THAV), STAFF (THAV), FIRST AIR (THAV)  
C/O (THAV), AIR (THAV) AIR (THAV) AIR (THAV), AIR (THAV), AIR (THAV)  
AIR (THAV)

# THE CONSTITUTION

REF ID: A66542

FIRST TACTICAL AIR FORCE (INCV)  
DISTRIBUTION NO. 51  
PERIOD 19 TO

4. 10. 1962 10:00 AM TAC

PART I - ADRIAN ROSENBERG  
NO ORIGINATIONS AND BATHED

PART II FIGHTER &amp; FIGHTER COMBATS

A A/R , NIGHT FLIGHTERS , AIR COOPERATION,

3 1.5 T-47" 5 LEAKY LIGHTERS

C 124 F-47'S 5 DEADFIGHTERS

2 20 TONS G.F., 1.71 TONS LAC., 1.85 TONS W.F., 35  
ROCKET BY F-47'S.

- xiv -

F ILL

G 1 F-47 CAME DOWNING. PILOT WAS IN ACTION.

NY 100-47

PART III RECCE

14/14 A/C TAC/R

Drops  
Don't  
flat control

15/30



THIS PAGE IS UNCLASSIFIED

|     |     |      |      |      |      |
|-----|-----|------|------|------|------|
| Age | Sex | Site | Year | Time | Time |
| 10  | M   | 10   | 10   | 10   | 10   |

TACB10/210330 LFL

6

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

585

REPLY BY 10:30. - URGENT URGENT

Figure 1. The effect of the concentration of the *Agrobacterium* suspension on the transformation efficiency of *Agrobacterium* strains. The number of transformed cells was determined by the number of colonies obtained on the selective medium. The results are the mean of three independent experiments.

CONFIDENTIAL AND UNCLASSIFIED (C) 1 1 1

TO THE HONORABLE MEMBERS OF THE HOUSE OF REPRESENTATIVES,  
IN SENATE CHAMBER,  
WASHINGTON, D.C.,  
JANUARY 10, 1967.

• • • • •

J. 1-1343 177 110 12 (1950)

Nops  
Want  
stat control

18729

FIRST INITIAL IN CODE (LAST)  
 S. 1  
 PAGE 1. TC

### THE FUTURE OF THE

THE I - LING

... ..

PART II - FIGHTER &amp; FIGHTER BOMBER

A. ARTHUR BROWN, JR., BIRTHDAY ASSOCI.

73 1-47'S IXNSFX 38 SFITFIRES.

31° 47' 16" S 117° 11' 15" E

THROUGH A - HILL.

PART III - RECCE

NO OPERATIONS

THIS PAGE IS UNCLASSIFIED

[illegible]

TAC 6009/210310 LRU

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A 2  
APO 37-

COSUM NUMBER 53

Period 211000 to 211400

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

31953

| LOSSES  |             |       |       | CLAIMS          |              |        |
|---------|-------------|-------|-------|-----------------|--------------|--------|
| XII TAC | FR TAC      | 42 BN | TOTAL | XII TAC         | FR TAC       | Total  |
| 105     | 20          | 29    | 154   | E/A on tr 0-0-1 |              | 0-0-1  |
|         |             |       |       | E/A, air 0-0-5  |              | 0-0-5  |
|         |             |       |       | Losses          | 13-00        | 0-1    |
|         |             |       |       | RR cars         | 011-101      | 70-134 |
|         |             |       |       | W/F             | 35-1         | 1-0    |
|         |             |       |       | Shells          | 5-5          | 0-0    |
|         |             |       |       | Flares          | 00-10        | 0-10   |
|         |             |       |       | M/Y *           | 0 (stranded) | 0      |
|         |             |       |       | RR cars *       | 13-1         | 0      |
|         |             |       |       | Trucks *        | 0-3          | 0-3    |
|         |             |       |       | Shells *        | 0-1          | 0-1    |
|         |             |       |       | RR cars *       | 2            | 0      |
|         |             |       |       | Railroad *      | 0-2          | 0-2    |
|         |             |       |       | Shells          | 3-3          | 0-3    |
|         |             |       |       | Flares *        | 0-1          | 0-1    |
|         |             |       |       | Oil tanks       | 0-5          | 0-5    |
|         |             |       |       | RR cars         | 2-1          | 0-1    |
| DAMAGE: |             |       |       |                 |              |        |
| XII TAC | 2 0-7       | FR    |       |                 |              |        |
|         | 0-0         | FR    |       |                 |              |        |
|         | 0-0         | FR    |       |                 |              |        |
| Total:  | 2 0-7       | FR    |       |                 |              |        |
| FR TAC  | 315-00      | FR    |       |                 |              |        |
| 42 BN   | 07          | FR    |       |                 |              |        |
|         | 97 Rockets. |       |       |                 |              |        |

| LOSSES    |         |         |
|-----------|---------|---------|
| Lost      | Damaged | Missing |
| XII TAC 1 | 19      | 1       |
| FR TAC    |         |         |
| 42 BN 1   | 9       | 0       |
| Total: 2  | 28      | 1       |



LOCATIONS \*

Enemy a/c activity: - 324th GF.

35th St.

110/81 at 1700 hrs, 20 IZ 109'S flying East at 6000 feet 4 miles South of BORDABEN. In the ensuing encounter our missile claims 3 IZ 109'S destroyed. At 1800 hrs, 20 IZ 109'S flying East at 6000 ft just South of BORDABEN. In the ensuing encounter our missile claims 3 IZ 109'S destroyed and 1 damaged.

24 type encountered. Includes 18 Jets. Principal areas: GUERASLOH, DILLON, DUNN, JONES, ANDERSON.

82 a/c encountered. Includes 10 Jets. Principal areas: KARSTEN, HALL, HUGHES, OSWALDSON and others.

72 a/c encountered. Numerous planes on ground attacked. Includes 46 Jets.  
Principal areas: SPILL, STINDL STRUTTER SLAGGARD.

C O N F I D E N T I A L

## 12nd Bomb Wing

(29 Missions, 171 Sorties) - 103 a/c dropped 315.57 tons of bombs including long delay fuse bombs.

Losses: 1 E-26 fish, 5 or 6 crabs seen.  
Damage: 1 E-26 due to fish.

Targets were:

17th 11/5

6 a/c Bollinger rail sidings, W 827053, 12 tons each, good.  
6 a/c Nutcracker RR station, N 829103, 12 tons, top of hill.  
6 a/c Berry RR station N 742 55, 12 tons, top of hill.  
6 a/c Bollinger M/V, W 827443, 12 tons, litt. r.w. side of M/V.  
6 a/c Kankakee RR station W 1507, 12 tons, good.  
6/1 a/c On Gen. and M.V. bridge - tot. load capacity, 11K 5,  
W 2179; remarks Kankakee. 5 a/c removed in previous  
pass to base.

## 320th I/B

[illegible]

31st 11/8

6/5 a/c RR station at W 950177, 34X500, good.  
6/5 a/c HW at W 776174, 34X500, bulbs with torn W on section.  
6/5 a/c Mainline RR station W 921174, 40X500, lights in the air.  
5 a/c Mountaintop station W 354176, 34X500, excellent.  
5 a/c Rail station W 415204, 34X500, lights in the air.  
5 a/c Rail sidings at W 413217, 34X500, turnout not lit.

34th NYE

6 a/c Huelach RR station W 20112, 49X500, excellent.  
7/6 a/c Trilong RR sidings W 37367, 12 tons, target not hit.  
7 a/c Birsbach RR station W 22112, 49X500, excellent.  
6 a/c Steilach RR sidings W 83767, 12 tons, concentration of  
bombs covered target.  
6 a/c Hinterzarten RR station W 27730, 1 X500, target hit.

## XII 7.4C:

55 a/c on 4/A in the ZIMMERBACH, HENSLER, SELZ, WERMS, KALSBERG areas.  
104 a/c on Rail cutting activities, and rail targets in the areas of 24,  
196, 127, 131, 114, S24, 335, 147.

Losses: 1 F-47 destroyed, probable engine trouble. Pilot KIA.

10 P-47's cont 1 flak.

First Flight Up: 0635 Last Flight Down: 135

10 P-7's on 1/1 in the EDWARDS, MOUNTAIN, SANZ, MOUNTAIN, and, SALTSTONE areas.

Principal findings were: 13 190's 0-1-2, 17 190's 0-1-0, 100's 1-1-7,  
13 cars 0-1-1, 24 cars 1-1-1.

Demarcat: 1 P-7 cat 2, belly lacerated, miles OK.

1 ~~3-1~~ cat 2, flek.

1 P-27 cat 1, flock.

First Flight Up; 0750 Last Flight Down: 1955

53 a/c on close cooperation to FBI US Army and A/E's in the process of  
S. MARRONE, H. LUNG, MONTAGNA, ALLEN, OF ITALY.

Principal claims were: 2/4 in the air 1-0-2, Lucas 2-11, B. cuts 27-27, 38-38, 4-2, 2/1's attached 3, T. cuts 3-2, 4-2, 4C.

Losses: 1 F-47 cat 3, on take off, pilot OK.

1 F-7 cat 2, flock.

1 R-7 cat 2, lit tree, pilot OK.

Damaged: 2 R-47's, cat 1, flik air bomb blast.

Tonnage: 425,500 GT.

Both Ftr Success in the areas of R44 H1114, R2290, R2159, R3710, M150, & base  
Time UP: 1500, 1530 Time Down: 1730, 1820.  
10 claims, 15 losses.

4c a/c on Visual Record.

22 a/c on Photo Rec. o.

20 a/c on Special Tests.

Claims: 3/4 in air AE 109 C-C-1.

Answers: Nil.

Damaged: 1 bullet hole in one wing.

SECRET - FIVE

1st French Air Force - Total 11,000 personnel, 10,000 aircraft.  
 (See the notes on the 1st French Air Force in the report.)

1st Group - 1,000 personnel, 50 aircraft.  
 All 1st Group aircraft are in the 1st Group.

2nd Group - 1,000 personnel, 50 aircraft.  
 1st 2nd Group aircraft are in the 1st Group. 2nd Group aircraft are in the 2nd Group.

3rd Group - 1,000 personnel, 50 aircraft.

Principal aircraft: 1st Group, 1st 2nd Group, 2nd 2nd Group.

Total aircraft: 10,000.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SECRET - FIVE

All aircraft are in the 1st Group. 1st Group aircraft are in the 1st Group. 2nd Group aircraft are in the 2nd Group. 3rd Group aircraft are in the 3rd Group.

Although the 1st Group aircraft are in the 1st Group, the 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

The 1st Group aircraft are in the 1st Group. The 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

The 1st Group aircraft are in the 1st Group. The 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

The 1st Group aircraft are in the 1st Group. The 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

A recent report from the 1st Group aircraft is in the 1st Group. The 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

SECRET - FIVE

It is noted that the 1st Group aircraft are in the 1st Group. The 2nd Group aircraft are in the 2nd Group. The 3rd Group aircraft are in the 3rd Group.

1. The 1st Group aircraft are in the 1st Group.
2. The 2nd Group aircraft are in the 2nd Group.
3. The 3rd Group aircraft are in the 3rd Group.
4. The 4th Group aircraft are in the 4th Group.

CONFIDENTIAL8th A.F.

2245 sorties

Bombers.....1426/1372.....Fighters .....617/776.

73/72 on WEISSHOFEN M/Y (T35), 216 tons, ITO.  
 74/73 on STERNAL M/Y, 214, Very Good.  
 75/59 on SALZELER M/Y, 197, Good.  
 76/73 on ULZEN M/Y, (182) 214, Good.  
 36/11 on WITTSBACH M/Y (U11), 23, Good.  
 79/79 on LUNEBURG M/Y, 115, Good.  
 37/0 on GARDELLER M/Y, (V44).  
 64/61 on HALBESLUND M/Y, (D47) 113, Good.  
 30/11 on SANGELHUSEN M/Y, 23, Good.  
 63/30 on NORDHAUSEN, (D42) 74, Good.  
 31/23 on MIEHLBURG, 51, Good.  
 65/52 on THINE, 142, Good.  
 67/65 on HILDESHAM (C35) 143, Good.  
 60/46 on KREMERSEE (C55) 131, Good.  
 61/46 on NORDHORN (D46) 124, Good.  
 35/1 on KITZINGEN (M72) 3, ITO.  
 76/2 on ZWITZAU 5, ITO.  
 75/64 on BOMBURG, 137, ITO.  
 0/13 on GRADY COLE Center, ITO.  
 0/24 on DEBLITZ Comm Center, 70, Good.  
 0/12 on DANNEBERG, 35, ITO.  
 0/13 on KOTTZ, 38, Good.  
 0/9 on WABHUSEN, 41, ITO.  
 0/8 on OBER, 16, ITO.  
 0/11 on WAF TOLLESEN, Opportunity, 31, ITO.  
 0/30 on ESCHLAGE, 70, Good.  
 0/29 on GOTTINGEN Comm. center, 53, Good.  
 0/33 on CILLE, 23, ITO. (Comm center)  
 0/10 on OPPENHEIM, 26, ITO.  
 0/143 on AMBACH, 230, ITO.  
 0/24 on AISEN, 71, ITO.  
 0/26 on HUSSELD, 76, ITO.  
 0/24 on RUDOLFSCHLAG, 70, ITO.  
 0/25 on RUDOLFSCHLAG  
 0/77 on LAM, 232 ITO.  
 0/21 on FRIEDRICH, 63, ITO.  
 0/22 on SCHENK LAM, 64, ITO.  
 0/11 on VILLINGEN, 32, ITO.  
 0/10 on HASINGEN, 23, ITO.  
 0/44 on other targets of opportunity 129, ITO.  
 401/0 aborted t. neg.

613/766 Fighters gave escort. And these included fighters based on continent.

Claims: E/A in air 6-2-19, 22-0-22 on ground, Locos 22-0-0, RR cars 0-0-0.  
 Losses: Bombers 5, (1 enemy action, 2 flak, and 5 cause unknown)  
 Fighters 16 ( 6 MYR)

CONFIDENTIAL
 T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

## 2ND T.A.F.

## Night 21/22 - 34 sorties

16 Mosquitos on Interception, SCHELDT DUSSELDORF area. 1 JU 88 destroyed.  
 16 a/c on Becco.  
 Claims: E/A in air 1-0-0.  
 Losses: NIL

## Day 22 - 1623 a/c

517 a/c over areas MUNSTER, RHEINE, OSSELDRUCK, WESEL, DUMMERLAKE, BREMEN, HANOVER and DEVENTER.  
 73 a/c involved to support against gun and strong points in 30 Corps area.  
 680 a/c on prearranged support.  
 143 Mosquitos on 143 individual targets, covered satisfactory. Good results.  
 73 Mitchells and Bostons on M/Y, Ra station, RR barge. Poor to fair.  
 170 Becco.  
 163 Fighters.  
 Claims: E/A in air 6-0-3, on ground 0-0-2, Locos 33-133, RR cars 75 -- 802, Barges 12-83, BGV 4-3, Tugs 0-16, RR cuts 110..  
 Losses: 21 Mosquitos, 12 fighters, 1 pilot safe.

## R.A.F.

## Night 21/22 - 49 sorties (Fighter Command)

27 a/c Intruder N and NW Germany.  
 22 a/c Interception patrol.  
 Claims: 1-0-1 in air. Losses: NIL

## Night 21/22 - 1087 sorties (Bomber Command)

19/3 Mosquitos on WORMS city, 5.1 tons.  
 340/313 a/c on WORMS city, 991.2, Good.  
 373/353 a/c on DUISBURG city, 1680.3, NED.  
 177/154 a/c on GRAVENHORST (canal bank) 793, NED.  
 77/70 a/c on BIELEF city, 61.5, scattered.  
 5/5 a/c BREMEN/DESCHING ship yds. 5.4, NED.  
 94 a/c support.  
 1 a/c Wenthor.  
 Claims: 1-1-1 in air.  
 Losses: 39 heavies.

## 9th A.F.

## Night 21/22 - 19 sorties

1 a/c on BIELEF (F3547) town, 1 ton, Good.  
 1 a/c on QUADRACH (F2764) town, 1 ton, NED.  
 2 Bostons aborted target.  
 5 Mosquitos, intruder East of the RHINE.  
 10/9 Interceptive patrol 3rd Army Sector.  
 Claims: 0-20, Locos 1-1, Warehouse 0-1.  
 Losses: NIL

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

9th AF

4/4 c/c Froglentberg - 3119 bds, 2 tons, excellent.  
 25/24 a/c Lauterbach L 8917 bds, 39 tons, good.  
 6/6 c/c Turkischadile L 5509 RR platform, 9 tons, excellent.  
 6/6 c/c Grunberg/Ward G 8623 RR platform, 11 tons, excellent.  
 17/6 c/c St. Wendel 2 5997 workshop, 12 tons, excellent.  
 5/5 c/c Montclair B 3535 bds, 9 tons, fair.  
 10/6 a/c Neubucken B 2354, RR platform and bds, 12 tons, excellent.  
 7/5 a/c Kuttler B 4703 W/Y and bds, 13 tons, fair.  
 4/4 c/c Leunbach L 7750 bds, 3 tons, excellent.  
 26/13 a/c Adorf B 3363 bds, 11 tons, excellent.  
 19/10 a/c Rietdorf B 2213, 2 bds, 21 tons, excellent.  
 12/12 c/c Krouzel G 1742 bds, 21 tons, superior.  
 12/12 a/c Altmann G 2272 bds, 21 tons, excellent.  
 4/4 c/c Mohr G 4400 W/Y and bds, 3 tons, fair.  
 5/5 c/c Wulke B 5710 bds, 11 tons, excellent.  
 6/6 c/c Lage B 7377 RR platform, 12 tons, poor.  
 12/6 a/c Allen B 1251, 2 bds, 11 tons, good.  
 10/6 a/c Alsdorf B 2413 RR platform and bds, 16 tons, excellent.  
 9/8 a/c Kersch/Warten B 1615 round house and bds, 11 tons, fair.  
 18/16 c/c Friedland W 729, round house, 38 tons, good.  
 12/11 c/c Arndtbruch G 3060 bds, 31 tons, excellent.  
 8/8 c/c Scherfede B 9126 bds, 13 tons, good.  
 12/12 a/c Otterbach G 6847 bds and bds, 13 tons, fair.  
 4/4 c/c Kopp B 1117, 2 bds, 2 tons, excellent.  
 12/12 a/c Kopp B 7347 round house, 24 tons, excellent.  
 11/11 a/c Altmann B 4452 at junction, 12 tons, good.  
 10/10 a/c Kopp B 9341 W/Y and bds, 10 tons, good.  
 6/6 a/c Kopp B 4004 W/Y, 1 ton, fair.  
 12/12 a/c Fockert H 9332, W/Y and bds, 11 tons, superior.  
 12/11 a/c Lang - Gans G 4811, 22 tons, excellent.  
 13/13 a/c Alsdorf W 2710 W/Y and bds, 13 tons, excellent.  
 19/19 a/c Simons L 4553 W/Y and round house, bds, 11 tons, excellent.  
 12/12 a/c Fockert H 4173 all line, 24 tons, excellent.  
 18/18 a/c Hiltelbach W 2021, 2 bds, 27 tons, fair.  
 10/10 a/c Kopp B 4213 bds, 11 tons, excellent.  
 3/3 c/c Kopp B 4444 bds, 3 tons, superior.  
 8/8 a/c Kopp B 5339 W/Y, 11 tons, fair.  
 6/6 c/c Kopp B 4443 bds, 11 tons, excellent.  
 11/11 a/c Kopp B 4418 W/Y, bds, 17 tons, good.  
 13/6 a/c Kopp B 5711, 9 tons, good.  
 14/14 a/c Kopp B 5512, 2 bds, 21 tons, excellent.  
 7/7 a/c Kopp B 4411 W/Y and bds, 10 tons, excellent.  
 11/11 a/c Kopp B 1712, 2 bds, 19 tons, excellent.  
 5/5 a/c Kopp B 7728 bds, 3 tons, fair.  
 4/4 a/c Kopp B 2211 bds, 3 tons, excellent.  
 52 a/c on 11 tons of opportunity, 90 tons, good to excellent

Claims: 4/4 in air 1-C-1.

Losses: 7/7.

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

RELATIONS  
FIRST TACTICAL AIR FORCE, (FROV)  
Office of the Assistant Chief of Staff, A-2  
APC 374

OSUM NUMBER 52

Period 202000 to 212000

| MISSIONS  |        |        |        | CLAIMS                      |         |       |       |
|-----------|--------|--------|--------|-----------------------------|---------|-------|-------|
| XII TAC   | FR TAC | 42 BW  | Total  | 42nd BOMB WING - no claims. |         |       |       |
| 75        | 17     | 7      | 99     | XII TAC                     | FR TAC  | Total |       |
| SERIES    |        |        |        | Bldgs                       | 88-62   | 7-1   | 95-63 |
| XII TAC   | FR TAC | 42 BW  | Total  | Supply Dumps *              | 0-1     | 0-1   | 0-2   |
| Ftrs 60   | 31     |        | 91     | Rail cuts *                 | 9       | 7     | 16    |
| F/B 331   | 105    |        | 436    | Road Blocks *               | 3       | 3     | 6     |
| M/B       |        | 116    | 116    | Locos                       | 3-12    |       |       |
| Tac/R 54  | 4      |        | 58     | R/R cars                    | 163-138 |       |       |
| P/R 17    |        |        | 17     | M/T                         | 7-5     |       |       |
| Weather   | 1      |        | 1      | HDV                         | 3-0     |       |       |
| M/F --    | --     | --     | --     | Guns                        | 0-1     |       |       |
| Total 562 | 141    | 116    | 719    | Oil Storage Tank            | 4-0     |       |       |
| TONNAGE:  |        |        |        | Staff cars                  | 0-1     |       |       |
|           | F/B    | M/B    | Total  | R/R Station                 | 1-0     |       |       |
| G.P.      | 125.00 |        | 125.00 | Ammo Dumps *                | 1-1     |       |       |
| I.B.      | 28.33  |        | 28.33  | Tunnels *                   | 0-1     |       |       |
| M.P.      | 1.40   | 5.     | 6.40   | M/Y's attached *            | 9       |       |       |
| Demo      |        | 166.75 | 166.75 | Chimney                     |         | 1-0   |       |
| Frag      | 1.50   |        | 1.50   | R/R junction                |         | 1-0   |       |
| Total:    | 214.23 | 171.75 | 386.03 |                             |         |       |       |

103 Rockets were launched.

LOCATIONS: \*Ammo Dumps- 1 destroyed at Q500820, 1 damaged at Q441797. \*Supply Dumps- 2 damaged at R290883, W033475. \*Tunnel damaged in vicinity of HUNTERKIRCH. \*Rail cuts- Q587922, L575016, Q937766, L855005, Q444904, V934200, V937205, V961255, V974389, 2 at R 414435 & R025615, 3 at W220737. \*Road Blocks- R025615, Q578712, vicinity of Q587922, V934200, W255775, V974339. \*M/Y's attached- 1 location unknown, W0636, R411487, L9329, L855005, Q872940, Q4490, 1 vicinity HUNTERKIRCH.

LOSSES

|           | Lost | Damaged | Missing | XII TAC: 1 P-47 destroyed by flak, belly landed at base.<br>1 P-47 damaged Cat 1 bomb blast.<br>3 P-47's damaged Cat 1 flak. |
|-----------|------|---------|---------|--|
| XII TAC   | 1    | 4       | 0       |  |
| 42 B WING | 0    | 0       | 0       |  |
| FR TAC    | 0    | 0       | 0       | 42 Bomb Wing and FR TAC nil.   |

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

319.53-



## CONFIDENTIAL

## 42nd BOMB WING

## 17th Group - (2 missions, 48 sorties).

- 24/18 B-26's attacked rail bridge at Bad Munster-M083351. Time up 1349, TOT 1545-1608, down 1739. 144x500 dropped with excellent results. Flak nil. E/A: 5 possible ME-109's seen trailing 1/2 mile behind formation at 1550 hours, no contact. 2 unidentified single engine a/c seen to fly south at 5,000 foot Eatonburg area 1601 hours, no contact. Claims and losses nil.
- 24/18 B-26's attacked alternate target due to weather - rail bridge and M/Y at M077343. Time up 1319, TOT 1517, down 1706. 144x500 demo bombs dropped, 150. Flak nil. E/A nil. Claims and losses nil.

## 320th Group - (4 missions, 51 sorties).

- 3/3 B-26's attacked Bad Munster M/Y and marker mission for main formation attacking Bad Munster rail bridge. Time up 1240, TOT 1432, down 1607. Dropped 40x100 WP bombs with fair results. Flak nil, E/A nil, claims and losses nil.
- 18/18 B-26's attacked Bad Munster rail bridge at M083351. Time up 1242, TOT 1457-1505, down 1607. 139x500 demo bombs dropped with excellent results. Flak nil, E/A nil, claims and losses nil.
- 3/3 B-26's attacked M/Y at Bad Munster-M081349 and were markers for main formation attacking R/R bridge. Time up 1208, TOT 1446, down 1623. 60x100 WP bombs dropped with fair results. Flak nil. E/A: 2 ME-190's & 2 ME-109's seen at M1729 at 1445 hours heading south, no contact. Claims and losses nil.
- 27/18 B-26's attacked Bad Munster R/R bridge-M083351. Time up 1210, TOT 1510, down 1623. 144x500 demo bombs dropped with good results. Flak nil, E/A nil, Claims and losses nil.

17th Group: Mission cancelled due to weather.

## 34th Group - (1 mission, 17 sorties).

- 17/12 B-26's bombed alternate target, Lahr R/R station, due to weather over primary target, barracks and supply area at M569291. Time up 1341, TOT 1619, down 1750. Dropped 96x500 demo's with poor results. Flak nil, E/A nil, claims and losses nil.

## XII TAC

415 Night Fighter Sq - Night 20/21: No missions flown due to weather.

## 50th Group - (11 missions, 134 sorties).

- 16/16 P-47's provided escort for M/B. Time up 1336, down 1540.
- 8/8 P-47's dropped leaflets in the Torbach area, and in vicinity of ZIII-BEUCKEL. Times up 1102, 1442; down 1311, 1607.
- 11/10 P-47's D/B supply dump at Q725501. Dropped 12x500 & 8x460. Time up 1420, TOT 1550, down 1614.
- 105/104 P-47's conducted A/R in the Saarbrücken, Landau, Saargemünd, Karlsruhe, Pforzheim, Heustadt, Soltz and Worms areas. Targets attacked were buildings at Q368666 and M/Y's at Q444904, Q475912, DAFI, and KIRSCHLAUBACH.
- Times up 1705, 1603, 1647, 1251, 0942, 0924, 0959.
- Down 1640, 1745, 1624, 1506, 1213, 1126, 1216.
- Tonnage: 31 GP, 2 IB, 11.04 IB, 60 Rockets.
- Claims: Locom 1-2, R/R cars 47-75, M/T 2-0, Staff cars 0-1, R/R station 1-0, Bldgs 29-17, Oil tanks 1-0, Tunnels 0-1, Rail cuts 6, Road blocks 1, M/Y's attacked 7.
- Losses: 1 P-47 destroyed by flak, 1 P-47 Cat 1 flak.

## 324th Group - (12 missions, 118 sorties).

- 12/12 P-47's provided escort for M/B. Time up 1435, down 1705.
- 11/11 P-47's D/B tank repair depot at P428324. Time up 1720, TOT 1745, down 1825. Dropped 14x500 GP, 2x460 IB, poor results.
- 95/95 P-47's conducted A/R in the Hiesenburg, Worms, Karlsruhe, Saarbrücken, Landau, Saargemünd, Heilbronn, Heustadt areas. Targets attacked

## CONFIDENTIAL

were barracks at R316413; H/Y's east of Kaiserslautern, 10636, Zweibrücken and Q937766; R/R station at R1509; Ammo Dump at Q441797; Supply Dump at Q937766.  
 Times up 1625, 1640, 1355, 1445, 1350, 1120, 0350, 0345, 0640, 0750.  
 Down 1605, 1610, 1545, 1645, 1530, 1320, 1050, 1055, 1040, 1025.  
 Tonnage: 38.5 GP, 11.5 LB, 1.4 WP, 48 ROCKETS.  
 Claims: Loco 1-9, R/R cars 51-49, Ammo Dumps 0-1, Supply Dumps 0-1, Bldgs 13-15, Rail cuts 2, H/Y's attacked 1.  
 Losses: Nil.  
 2/A: 1 LB-210, 14,000 feet over Bad Münster at 1535 hours, started to attack, but broke off.

358th Group - (10 missions, 134 sorties).

32/32 P-47's provided escort for H/D. Times up 1304, 1349; Down 1600, 1610.  
 102/102 P-47's in close cooperation with the US 7th Army, and conducted A/R in the Saarbrücken, Landau, Saargemünd, Zweibrücken, Heustadt, Soltz and Stuttgart areas. Targets attacked were towns of Hestonbach-Q3374, Ammo dump-Q500820, Tactical Warfare School at Q5771, Ammo & Supply dump at Q7061, H/T shop at Q623636, R/R bridge at Q567922.  
 Times up 1445, 1709, 1643, 1125, 0950, 0620, 0300, 0745.  
 Down 1715, 1635, 1615, 1400, 1147, 1035, 1030, 1007.  
 Tonnage: 68 GP, 1.84 LB. 2/A: Nil.  
 Claims: Loco 1-1, R/R cars 65-14, H/T 5-5, H/T 3-0, Bldgs 41-30, Guns 0-1, Oil storage tanks 3-0, Ammo dump 1-0, Rail cut 1, Road blocks 2, H/Y attacked 1.  
 Losses: 1 P-47 Cat 1 bomb blast, 2 P-47's Cat 1 flak.

Prov Recon Co - (42 missions, 71 sorties).

54/54 P-6's conducted 27 Tac/R missions, all successful.  
 17/17 P-6's conducted 15 P/R missions, 12 successful, 3 unsuccessful.  
 Claims and losses nil.  
 2/A: At 1630 hours 8 F4-190's flying west at 5,000 feet over R2110.  
 2/A fired on our a/c, but were out of range. When last seen, 2/A were flying north on the lock.

FIRST FRENCH AIR CORPS1st Group - (3 missions, 31 sorties).

12/12 Spits provided escort for H/D. Time up 1450, down 1650.  
 20/19 Spits conducted fighter sweeps in the Strassbourg, Basle, Freiburg, Colmar, Pirmasens, Heustadt and Germersheim areas. Times up 1415, 1015; down 1545, 1130. Claims and losses nil.

3rd Group - (11 missions, 108/106 sorties).

2/1 P-47's conducted 2 weather recon missions.  
 12/12 P-47's H/D factory at V910173, dropped 24x500 GP with good results. Time up 1040, TOT 1200, down 1300.  
 94/93 P-47's conducted A/R in the Delfort, Malfach, Minsgen, Freiburg, Offenburg, Colmar, Zehl, Heustadt, Gengenbach and Bieblingen areas. Targets attacked were a dump at 1032475, R/R junction at 157653, dump at 1253736, factory at 1255775, R/R crossing at V934200.  
 Times up 1125, 1550, 1605, 1515, 1530, 1145, 1040, 1500.  
 Down 1320, 1605, 1610, 1715, 1735, 1350, 1230, 1700.  
 Claims: Bldgs 7-1, Chimney 1-0, Dumps 0-1, R/R junction 1-0, Rail cuts 7, Road blocks 3.  
 Tonnage: 47.5 GP, 1.5 Frags. 2/A: Nil. Losses: Nil.

2/33 Sq - (3 missions, 6/4 sorties).

6/4 a/c conducted 3 Tac/R missions in the Mulheim, 12236 and Freiburg areas. Bad weather prohibited observation, except for Plain of Lado, south of Kaiserstuhl, where no unusual activity was observed. Claims and losses nil.

WESTERN FRENCH AIR FORCE: No operations 21 February.

CONFIDENTIAL

CONFIDENTIALSTATUS OF COMMUNICATIONS

In the Moselle-Rhine triangle medium bombers attacked the Bad Munster rail bridge and obtained good to excellent results.

Observations were scant due weather. The rail line Wissenbourg to Landau was very active with traffic moving generally north, one train had two locos and 40 flat cars loaded with M/T, another train with 30 flat cars loaded with M/T facing south on the same line. 400 to 500 boxcars and 4 locos observed south of Mannheim. Just north of Heidelberg, 7 locos seen going west toward Mannheim where 3 locos with steam up were observed.

Fighter bombers claim 2 rail cuts on the Freiburg Basle line and 3 cuts just south of Offenburg on the Donaueschingen line.

Ground reports: February 13th report states that AA batteries some of which have come from Als ce, are being set up notably in Appenweiler, Offenburg, Mahlberg, Ettenheim, Konzingen, Eickstetten, Krozingen, Staufen, Sulzburg and Badenweiler. Between 3 to 4 Pns of regular troops were sent to Rastatt, while a motorized Div HQ was reported in Baden-Baden on this same date. All the hotels in Baden-Baden are crowded with high ranking military officers.

INTELLIGENCE REQUIREMENTS

1. In the Moselle-Rhine triangle, the status of the Bad Munster rail bridge and Worms Road-Rail Bridge.

2. Status of Rastatt rail bridge which was last reported to be under repair.

3. Terminus of rail movements on the West side of the Black Forest where remnants of the 19th Army may be regrouping.

G.A.F.

Only 10 FW 190's, 2 ME 109's and 1 ME 210 were seen and identified by units of the First Tactical Air Force (Prov) on 21st Feb. 5 a/c possibly ME 109's were seen trailing a formation of B-26's, but no contact was made. Two single engine a/c, not identified, flying south at 5,000 ft at 1600Z at 1601 hours were seen, but no contact made. The only aggressive action taken by E/A was over Bad Munster when an ME 210 started to attack a formation of P-47's at 14,000 feet, 1735 hours, but broke attack and disappeared in clouds. A formation of FW 190's out of range fired on a flt. of reconnaissance a/c, over R 2110 at 1630 hours, 8,000 feet, but turned north and avoided encounter.

Reports from other sources --

1212 hours, unidentified a/c, no area given.  
 1425 - 1432 recon a/c, possibly jet, Darmstadt area.  
 1522 - 1530 possible training a/c Bibersach area.  
 1550 - 1556 a/c homing, possibly Schweinfurt area.  
 1618 - 1645 fighter a/c in Ansbach area.  
 1625 - 1703 fighter a/c possibly of JG 2, Heustadt area.  
 1715 - 1723 recon a/c line bearing Nancy to Stuttgart.  
 1825 - 1834 possibly jet a/c, line bearing Nancy to Karlsruhe.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

8th AF

Night 20/21 - 37 sorties.

30 a/c on MUSTADT W/Y, 58.5 tons, IRO.

7 a/c on special operations.

Claims and losses nil.

Day 21 - 1933 sorties (1262 Bombers, 675 Ftrs, 46 Ftr sweeps).

451/430 MURMBURG-040 tank plant, 539.5 GP, 554 ID, IRO.

395/378 MURMBURG station &amp; W/Y, 646 GP, 136.2 ID, IRO.

416/405 MURMBURG SW/Y, 515 GP, 417 ID, IRO.

46 a/c on fighter sweeps in STUTTGART-S02, MUELLINGEN-S03, A'SLAGE-T06 areas.

675 a/c escort (of which 91 escorted 9th AF).

Claims: 3/1 on ground 4-0-12.

Losses: 5 Bombers, cause unknown; 7 fighters (3 to flak, 2 accidents, 2 MYR).

RAF

Night 20/21 - 1430 sorties.

528/511 DRESDEN-172, 2259 tons, IRO.

173/157 REICHEN-345 oil refinery, 371 tons, Good.

128/120 DRESDEN-123 oil refinery, 308 tons, Good.

16/16 MUELLINGEN-150, 13 tons, IRO.

66/62 BERLIN-275, 75 tons, Good.

184 a/c Bomber support.

110 a/c on counter measures.

91 a/c on diversionary sweeps.

Claims: Nil. Losses: 21 a/c.

Day 21: Nil.

9th AF

Night 20/21

1/1 on WERLERSWIST-F34, 1 ton, IRO. Claims and losses nil.

Day 21 - Bombers

71/61 OYERHAUSEN-395 R/R bridge, 122 tons, Good.

0/5 DULMEN-165 R/R overpass, 10 tons, excellent.

0/1 Unidentified target of opportunity-46550, 2 tons, IRO.

0/3 DULMEN-165 oil storage, 5 tons, Good.

0/6 Unidentified target of opportunity-35431, 12 tons, Excellent.

75/53 GELDEREN-402 communications center, 91.25 tons, IRO to Excellent.

0/7 Unidentified targets of opportunity-1940370, 10.5 tons, IRO.

0/7 Unidentified target of opportunity-4052185, 13.5 tons, IRO.

80/73 AACHEN communications, 145 tons, Excellent.

76/34 HILFORD R/R bridge, 36 tons, Fair.

53/13 LAGE/DIELEFELD R/R bridge, 22 tons, Excellent.

0/22 Unidentified target of opportunity near LAGE/DIELEFELD, 14 tons, IRO.

0/1 " " " A7083, 2 tons, IRO.

0/1 " " " W2601, 2 tons, IRO.

0/6 " " " W6000, 10.75 tons, IRO.

0/6 " " " B7377, 7 tons, IRO.

Claims: Nil.

Losses: 6 a/c (1 to flak, 4 MYR, 1 Cat 2 flak).

IX TAC

346/344 a/c dropped 127 tons GP, 4.29 tons Frags, 1.5 ID, 36 Napalm tanks and fired 32 Rockets. They conducted A/R east and west of the Rhine, rail interdiction east and west of the Rhine, attacked bridges, and furnished escort to Bombers.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

XIX TAC

512/500 a/c dropped 191 tons GP, 7.11 tons Frags, 7 tons IB, 27 leaflet bombs. Conducted A/R east and west of the Rhine, provided air cooperation to the 8th, 12th and 20th Corps, rail interdiction east and west of the Rhine, attacked defended villages, gave escort to Bombers.

XXIX TAC

320/312 a/c dropped 124.5 GP, 3.38 Frags and fired 142 Rockets. They conducted A/R in the COLOGNE, RUHR & RHINE areas; rail interdiction COLOGNE - NUSS and gave escort to Bombers.

9th AF CONSOLIDATED CLAIMS AND LOSSES

Claims: B/A on ground 1-0-4, B/A in air 1-0-0, W/T 202-132, Locom 33-1-35, A/R cars 359-424, Bldgs 154-82, Guns 33-9, W/T 0-12, Bridges 2-1-5, HDV 25-1, Barges 3-10, Factories 4-5, Radar station 0-1, A/R station 1-1, Rail cuts 123, Highway cuts 11, Hangar 0-1, Supply dumps 1-0, Roundhouse 2-1, APT 5-37, Tanks 4-10, Repair Depot 0-1.

Losses: 6 Bombers, 3 Fighters.

2 TAFNight 20/21 - 109 sorties.

72 a/c A/R in battle area - heavy movements.  
22 a/c on fighter operations in HUNTER-375, WIND-190 areas.  
15 a/c on Recce.  
Claims and losses nil.

Day 21 - 1275 sorties.

324 a/c on A/R.  
50 a/c on immediate air cooperation.  
608 a/c on prearranged air cooperation.  
172 a/c on Recce.  
79 a/c on fighter operations.  
Claims: W/T 41-114, Barges 1-4, Locom 4-89, TEG 15-173, HDV 0-3, Rail cuts 33, B/A in air 4-0-3.  
Losses: 9 a/c, cause unknown.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ROUTINE

Director of Operations

CONFIDENTIAL

EC/GEN/PJE

ALFRED E. MAINELL,  
Colonel, Air Corps,

Director of Operations.  
22 February 1945.

Approved for the Deputy Commanding General for Operations: \_\_\_\_\_

III

CORRECTION IN DATE OF OPERATIONS COVERED BY YOUR MSG DDO SEVEN EIGHT FIVE DATED  
TWELVE FEBRUARY IS ACKNOWLEDGED PD TO SAVILLE SIGNED SPAATZ PD CITE YOUR DDO ONE  
THREE NINE FIVE DATED TWO ONE FEBRUARY PD WAR DEPT BEING ADVISED OF CORRECTION  
PD NOW LACATING IS ANNEX ONE SUMMARY FOR WEEK ENDING FOUR FEBRUARY WHICH WAS NEVER  
RECEIVED HERE CMA ALSO REPORT FOR WEEK ONE EIGHT FEBRUARY ENDING

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

3/4/55

CONFIDENTIAL

D/4/55

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C  
E

OK TO KK?  
OK

*Come Back to  
1100*

*D/ayer  
D/ayer, Bator*

ADV V AFA A A T 103/21 0 0

FROM FIRST TACTICAL AIR <sup>FORCE</sup> ~~PROV~~ (PROV) 212257A  
TO USSTAF (MAIN) ATT D/OPS SHAEF AIR (MAIN) OPS RECORDS  
SHAEF AIR (STANMORE OPS RECORDS AIR MINISTRY WAR ROOM  
WHITEMALL SHAEF AIR (ADV) OPS RECORDS  
CONFIDENTIAL BT

D 1395 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS

CORRECTION TO OPSUM NO 30 PERIOD 281800 TO 041800 SHOULD READ  
OPSUM NO 30 PERIOD 041800 TO 111800 REFERENCE TO OUR  
MESSAGE NR D 785 FIRST TAC AF (PROV) DATED THE 12 FEBRUARY 1945

AA US SEVENTH ARMY AND FIRST FRENCH ARMY

BB ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

CC EIGHT TWO ONE POINT ONE NINE TONS PLUS ONE EIGHT THREE POCKETS  
FIRED

DD RR CARS FOUR FIVE EIGHT DASH ZERO DASH SEVEN FIVE EIGHT CMA M  
SLASH T ONE FIVE ONE DASH ZERO DASH ONE SIX EIGHT CMA M SLASH  
Y ZERO DASH ZERO DASH TWO ONE CMA RR BRIDGES SIX DASH ONE DASH  
NINE CMA RR CUTS ONE THREE ONE CMA ROAD BLOCKS ONE THREE CMA  
VILLAGES ONE DASH ZERO DASH ZERO CMA GUN POSITIONS SEVEN DASH ZERO  
DASH TWO ONE CMA BUILDINGS FOUR ZERO SEVEN DASH ZERO DASH FIVE  
EIGHT CMA HDV FIVE DASH ZERO DASH EIGHT CMA AFV ONE DASH ZD///// <sup>one</sup>  
ZERO DASH THREE CMA TANKS ONE DASH ZERO DASH THREE CMA FACTORIES <sup>one</sup>  
DASH ZERO DASH ZERO CMA LOCOS TWO EIGHT DASH ZERO DASH NINE  
ZERO CMA STAFF CARS TWO DASH ZERO DASH ZERO CMA OIL TANKS TWO  
DASH ZERO DASH ZERO CMA BARGES TWO DASH ZERO DASH FIVE CMA  
BARRACKS SIX DASH ZERO DASH ONE FIVE CMA RR TUNNELS ZERO DASH  
ZERO DASH TWO CMA ROAD CUTS THREE CMA MOTOR VANS TWO DASH ZERO  
DASH TWO CMA TRAILERS ZERO DASH ZERO DASH ONE CMA GAS TANKS ZERO  
DASH ZERO DASH TWO CMA ROAD BRIDGES ZERO DASH ZERO DASH ONE CMA  
COAL LOADERS ONE DASH ZD///// ZERO DASH ZERO CMA PERSONNEL  
FIVE STOP

EE SIX DASH ONE DASH ZERO CMA IN AIR STOP

*18934*



THIS PAGE IS UNCLASSIFIED

FF ABOUT THREE ZERO ZERO MIKE EASY ONE ZERO NINE CMA TWO FIVE OF WHICH  
IDENTIFIED AS GS AND FIVE AS ES AND TWO MIKE EASY TWO SIX TWO  
FOLLOWED SQUADRON FROM THREE ZERO MILES EAST OF OFFENBURG TO  
OFFENBURG WHERE PETER DASH FOUR SEVEN ENGAGED PD CLAIMS CLN FIVE  
DASH ZERO DASH ZERO PD TWO ZERO MIKE EASY ONE ZERO NINE ENCOUN-  
TERED OVER WALDKIRCH PD CLAIMS CLN ONE DASH ONE DASH ZERO PD FLAK  
CLN MODERATE HEAVY DASH NEUSTADT CMA WORMS CMA ROGER THREE ZERO  
NINE SIX CMA KARLSRUHE CMA LAUTERBURG CMA RATTWEIL CMA FREIBURG  
CMA WILLIAM FIVE SIX TWO FIVE CMA ROGER FIVE FIVE FOUR FIVE  
CMA ROGER FOUR ONE EIGHT EIGHT CMA ROGER THREE FIVE TWO EIGHT  
CMA KER TWO NINE EIGHT EIGHT CMA SELTZ CMA RTGER TWO NINE THREE  
SIX CMA ROGER TWO TWO TWO TWO CMA ROGER ONE NINE ONE FIVE CMA  
GEMERSHEIM CMA SCHIFFERSTADT CMA OFFENBURG CMA VICTOR NINE ZERO  
ZERO NINE CMA VICTOR NINE FIVE ONE SIX CMA VICTOR EIGHT SEVEN  
ONE TWO CMA BAKER THREE ZERO EIGHT EIGHT EIGHT EIGHT CMA  
ROGER TWO ZERO ONE FOUR VXXXXX FOUR CMA QUEEN SEVEN THREE  
SEVEN TWO PD HEAVY SCANT INACCURATE  
DASH BREISACH CMA STAUFEN CMA VICTOR NINE FOUR TWO ONE CMA VICTOR  
EIGHT SIX ZERO EIGHT CMA VICTOR NINE ONE ONE NINE PD SCANT HEAVY  
DASH WORMS CMA DILLINGEN CMA OFFENBURG CMA X-RAY FOUR SEVEN SIX  
SEVEN CMA ROGER FIVE ZERO FOUR ZERO CMA ROGER SIX FOUR FOUR SEVEN  
CMA ROGER THREE ZERO TWO ZERO CMA ROGER TWO ZERO TWO SIX CMA  
NIENZ CMA MANNHEIM CMA SPEYER CMA ROGER FOUR TWO THREE NINE CMA  
ROGER THREE TWO NINE SIX CMA MIKE FOUR NINE SIX ZERO CMA KARL-  
SRUHE CMA PFORTHEIM CMA WILLIAM ONE FIVE EIGHT FIVE CMA BISCHMILER  
CMA VICTOR EIGHT FIVE ONE TWO CMA WILLIAM ZERO EIGHT NINE SEVEN  
CMA WILLIAM FIVE THREE EIGHT SIX CMA // CMA VICTOR NINE NINE TWO  
ZERO CMA ROGER ONE EIGHT TWO TWO CMA VICTOR NINE FOUR TWO NINE  
CMA ROGER THREE FOUR TWO NINE CMA ROGER THREE FOUR TWO THREE CMA  
~~ROGER TWO FIVE TWO NINE CMA ROGER THREE FOUR TWO THREE CMA~~  
~~XXXXXXXXXXXXXXXXXXXX~~  
ROGER TWO FIVE FOUR NINE CMA VICTOR NINE ZERO ONE ZERO PD INTENSE  
HEAVY DASH ROGER ONE SEVEN FOUR EIGHT CMA ROGER FOUR FOUR FOUR  
FOUR CMA ROGER FIVE FIVE SEVEN TWO CMA LUDWIGSHAVEN CMA BREISACH  
CMA FREIBURG CMA RASTATT CMA WILLIAM ZERO ZERO TWO ZERO CMA  
VICTOR NINE FIVE THREE FIVE PD INTENSE LIGHT DASH ROGER TWO NINE  
THREE SIX CMA WOODS NORTH EAST OF MULHOUSE CMA OFFENBURG CMA  
ROGER TWO FIVE TWO EIGHT CMA ROGER FIVE SEVEN SEVEN CMA  
LAUTERBURG CMA GEMERSHEIM CMA SCHIFFERSTADT CMA FREIBURG CMA  
VICTOR EIGHT FIVE ONE TWO CMA WILLIAM ZERO TWO FIVE ONE CMA  
WILLIAM ZERO ZERO TWO ZERO CMA WILLIAM ZERO FOUR THREE TWO CMA  
VICTOR NINE ZERO ZERO NINE CMA VICTOR NINE NINE FOUR ONE CMA  
VICTOR NINE NINE THREE NINE CMA WILLIAM ZERO THREE SIX ONE CMA  
WILLIAM FIVE THREE EIGHT  
EIGHT SIX CMA VICTOR NINE ONE ONE THREE CMA ROGER THREE FIVE TWO EIGHT  
CMA ROGER TWO ZERO ONE FOUR CMA QUEEN SEVEN THREE SEVEN TWO CMA  
QUEEN NINE NINE NINE EIGHT CMA VICTOR NINE ZERO ONE ZERO CMA  
VICTOR NINE FIVE THREE NINE CMA MIKE FOUR FIVE ONE EIGHT CMA  
MIKE FOUR SIX ZERO CMA QUEEN TWO NINE EIGHT ZERO CMA ROGER FIVE  
THREE SIX SIX PD MODERATE LIGHT DASH WILLIAM ZERO SIX NINE  
SEVEN CMA WILLIAM TWO EIGHT EIGHT EIGHT CMA SELTZ CMA RASTATT  
CMA TUTTLINGEN CMA WILLIAM TWO ZERO NINE NINE CMA VICTOR NINE



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SEVEN TWO FIVE CMA WILLIAM TWO SIX FOUR THREE CMA WILLIAM ZERO  
FIVE EIGHT FIVE CMA ROGER THREE THREE SIX NINE CMA WILLIAM ZERO  
TWO FIVE FOUR CMA ROGER ONE FIVE THREE THREE CMA OFFENSIVE CMA  
CMA WILLIAM ONE FOUR EIGHT FIVE CMA ROGER THREE EIGHT SEVEN ONE  
CMA ROGER FOUR EIGHT SEVEN EIGHT PD SCANT LIGHT DASH OFFENSIVE  
CMA SUGAR ZERO THREE FOUR ONE CMA WILLIAM EIGHT EIGHT ONE SIX  
CMA WILLIAM ONE SEVEN TWO FOUR CMA WILLIAM FIVE TWO EIGHT SIX  
CMA WILLIAM THREE NINE FOUR EIGHT CMA WILLIAM ZERO TWO FIVE  
EIGHT CMA WILLIAM ZERO SEVEN SEVEN ONE CMA WILLIAM ZERO TWO FIVE  
FIVE CMA WILLIAM ZERO ONE FIVE ONE CMA WILLIAM TWO FIVE TWO  
FOUR CMA ROGER FOUR TWO NINE THREE CMA ROGER ZERO EIGHT TWO ONE  
CMA ROGER EIGHT THREE ZERO ZERO CMA ROGER FOUR ZERO EIGHT SIX  
CMA RATTWEIL CMA WORMS CMA RASTATT CMA VILLINGER CMA ROGER FOUR  
ZERO EIGHT SIX CMA RATTWEIL CMA WORMS CMA RASTATT CMA VILLINGER  
CMA ROGER FOUR ZERO FIVE ZERO CMA ROGER SIX SIX FOUR SEVEN CMA  
VICTOR EIGHT ZERO SEVEN SEVEN CMA ROGER ZERO NINE TWO ONE CMA  
ROGER FIVE FOUR FOUR FIVE CMA WILLIAM TWO FIVE TWO FOUR CMA QUEEN  
NINE ZERO TWO NINE CMA DARMSTADT PD LIGHT CMA INACCURATE INTENSE  
DASH MULHEIM PD

CG LOSSES CMA FIVE PETER DASH FOUR SEVENS PD

SAVILLE 2245A

BT 212257A

AS  
RCC IN ADD TO WA XXXXXX  
CC IN ADD FROM WA AIR FORCE IMI FORCE  
CC IN DD LINE 8 WA FACTORIES ONE IMI ONE  
SAME PARA LINE 9 WA LOCOS TWO EIGHT IMI EIGHT

CC IN FF LINE 4 WA DASH FOUR SEVEN IMI SEVEN  
SAME PARA LINE 8 XXXXXX LINE 11 PAFIAT TWO GROUPS CMA BAKER  
LINE 19 WA PD SCANT HEAVY

SAME PARA PSE DELETE LINE 30 REF CMA ROGER THREE FOUR TWO NINE CMA ROGER  
THREE FOUR TWO THREE XXXXXXXXX  
ROTER TWO FIVE FOUR NINE CMA ROGER THREE FOUR TWO THREE CMA  
T E D ARXXX B O O K

(1  
AEW R .....220520A TMD BBBB

6 PSE STANDBY FOR EMERGENCY B/CAST OK ???  
OK

1016/22

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, 4-2  
APO 374

OSUM NUMBER 51

Period 192000 to 202000

319.58  
(2 days running)

| MISSIONS |        |       |
|----------|--------|-------|
| XII TAC  | FR TAC | Total |
| 21       | 7      | 28    |

| SORTIES   |        |       |
|-----------|--------|-------|
| XII TAC   | FR TAC | Total |
| F/B       | 91     | 59    |
| Ftrs      |        | 16    |
| N/F       | 5      | 5     |
| Tac/R     | 14     | 14    |
| Weather/R |        | 2     |
| Total:    | 110    | 177   |

| TOUNAGE: | GP   | IB    | WP   | Total |
|----------|------|-------|------|-------|
|          | 53.5 | 10.12 | 1.85 | 65.47 |

In addition, 36 Rockets were fired.

| CLAIMS        |        |       |
|---------------|--------|-------|
| XII TAC       | FR TAC | Total |
| Locos         | 5-9    | 3-1   |
| R/R cars      | 58-66  | 80-65 |
| Bldgs         | 18-0   | 23-16 |
| R/T           | 51-12  | 2-0   |
| Rail cuts *   | 1      | 10    |
| Guns          | 0-6    |       |
| R/R tunnels * | 0-1    |       |
| Supply Depot* | 1-0    |       |
| Ammo Depot *  |        | 1-0   |
| Factory       |        | 1-0   |
| Gas meter     |        | 1-0   |
| Lumber Dump   |        | 0-1   |

LOCATIONS: \*R/R tunnel at R181914. \*Supply Depot at Q949527. \*Ammo Dump near HASLICH station. \*R/R cuts- 1 at R357693, 2 at HASLICH N/Y, 3 at VILLINGEN-W5440.

LOSSES

|         | Lost | Damaged | Missing |
|---------|------|---------|---------|
| XII TAC | 0    | 5       | 1       |
| TAC     | 0    | 1       | 0       |
| Total:  | 0    | 6       | 1       |

XII TAC: 1 P-47 lost, pilot MIA, cause unknown.  
2 P-47's Cat 1 flak.  
3 P-47's Cat 2 flak.  
FR TAC: 1 P-47 Cat 1 flak.

2nd BOMB WING

34th Group

13/0 B-26's ineffective, recalled due to weather, no sorties.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

XII TAC

415 Night Fighter Sq - Night 19/20.

5/5 Conducted 1 intruder, two scrambles, two patrols. Scrambles on report of Bogies in BASLE, MULHOUSE area - no contact. Claims and losses: Nil.

50th Group - (3 missions, 43 sorties).

16/16 P-47's conducted one air cooperation mission in the FORBACH, ESCHIN-GEN areas, attacking and destroying a German C. P. Town of ESCHIN-GEN bombed, no damage.

- 1 -

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

32/32 R-47's conducted 2 armed recon missions in the WISSEMBOURG, LUDWIGSHAVEN, WORMS, KARLSRUHE, ZIMMERBRUCKEN, KAISERSLAUTERN areas. Targets attacked were Supply Dump-R357698, R/R tunnel-R181194, Supply and M/T Depot-Q949527.  
 Claims: Locom 5-0, R/R cars 23-40, M/T 51-12, Gun positions 0-6; Bldgs 9-0, R/R tunnel 0-1, Supply & M/T Depot 1-0, R/R cuts 1.  
 Losses: Nil. Tonnage: 12 GP, 5.52 IB.  
 Times up 0806, 0824, 0831; times down 1009, 1050, 1021.  
 Observations: A/D W7989, asphalt runway, looks serviceable, 2 M163 that may be dummy. Loco and 40 cars going north at W8194. 60 box-cars and loco on main line at Supply Dump-R357698, loading or unloading. 5 AA positions at R340703.

324th Group - (6 missions, 46 sorties).

46/46 R-47's conducted 6 armed recon missions in the HEIDELBERG, LANDAU, PFORZHEIM, MANNHEIM areas. Targets attacked were train-R55535, HEIDELBERG M/Y, M/Y at R205688 and town north of yard, train-Q8892, train-R717465, M/Y at R283558.  
 Claims: Locom 0-9, R/R cars 45-26, Bldgs 9-0.  
 Losses: 1 R-47, pilot MIA.  
 Tonnage: 16 GP, 4.6 IB, 1.85 MP.  
 Times up: 1135, 1145, 1145, 1150, 1155, 1215.  
 " down: 1335, 1325, 1345, 1405, 1355, 1350.  
 Observations: Smoke pnts on R/R tracks at Q9594 and KAISERSLAUTERN, obscuring tracks.

Prov Recon Group - (7 missions, 14 sorties).

14/14 a/c conducted 7 Rec/R missions.  
 Claims and losses: Nil.

OTHER UNITS STOOD DOWN.

FIRST FRENCH AIR CORPS1st Group

16/16 Spitfires conducted 2 sweeps in the LUXEUIL, COLMAR, BASLE, FREIBURG, STRASBOURG areas.  
 Claims and losses: Nil. Observations: Nil.  
 Times up 1020, 1230; times down 1150, 1345.

3rd Group - (5 missions, 61 sorties).

2/2 R-47's conducted 2 weather recon missions in the CAVEAUX, DIJON, BESANCON, MULHOUSE, COLMAR, STRASBOURG areas.

60/60 R-47's conducted 3 armed recon missions in the MULHOUSE, COLMAR, SALESSTAT, OFFENBURG, HASLACH, HEIDENBURG, HEUSTADT, STUTTEN, IDNHAUSCHINGEN, LASSINGEN areas. Targets attacked were M/Y's at HASLACH, HAUSATH-W335651, VILLINGEN-W5345, UNTERBOCKINGEN.  
 Claims: Locom 3-1, R/R cars 60-65, Bldgs 23-16, M/T 2-0, Ammo Dump 1-0, Factory 1-0, Gas motor 1-0, Lumber Dump 0-1, Rail cuts 10.  
 Losses: 1 R-47 Cat 1 flak. Tonnage: 25.5 GP.  
 Times up: 0730, 0845, 1000, 1050, 1240.  
 " down: 0930, 1105, 1230, 1315, 1410.  
 Observations: 1 balloon barrage 5-6,000 feet, between KIRCHGARTEN and FREIBURG.

OTHER UNITS STOOD DOWN.

WESTERN FRENCH AIR FORCE: No operations due to weather.

W/A ACTIVITY: Nil. FLAK: Moderate Heavy at R3569; Scant Heavy at LANDAU; Intense Light at HEIDELBERG, R3569; Moderate Light at Q9452, R6289 & HEUSTADT; Scant Light at Q5466, R5653, LANDAU; Medium Light Intense Inaccurate at HASLACH; Light Intense Inaccurate at HASLACH; Medium Light Inaccurate at VILLINGEN; Light Scant Inaccurate at W398658.

CONFIDENTIAL

## CONFIDENTIAL

## STATUS OF COMMUNICATIONS

MOSELLE-RHINE TRIANGLE

While a number of rail targets were attacked in this area during the period under review, few observations of movement were made. Of significance, however, was the sighting of smoke pots at Kaiserslautern, indicating the determination of the enemy to protect this important installation, as well as the line west of the yard.

MAINHEIM-STUTTGART-KIELCKUHE AREA

Most of the movement in this area appeared to be in an easterly direction, with one train of 75 empty cars being the principal observation. This area continues to be of primary importance for movement of supplies westward, however.

RHINE VALLEY KIELCKUHE TO BASLE

The sighting of many barrage balloons at all small stations between Freiburg and Löffingen tends to add to the importance of this direct line between Donaueschingen and Freiburg. Movement in both easterly and westerly direction was noted, although no movement was reported on the Donaueschingen-Offenburg-Rastatt line.

INTELLIGENCE REQUIREMENTS

1. Continued observation of the nature of troop concentrations or activity around Bachweiler, Oberkirch and Baden-Baden as reported yesterday.
2. Observation of movement from Heustadt and Landau westward to Homburg, Neuenkirchen and Saarbrücken.
3. Continued observation of troop movements or activity in the area Bitch to Sarreguominas.

RAFNight 19/20 - 404/377 sorties.

260/237 DORTMUND-40, Synthetic Oil Plant, 964.5 tons MO, 2.2 IO, MO.  
 82/80 DORTMUND-336 city, 99.1 MO, .7 IO, Good.  
 5/5 Mosquitoes on DORTMUND-379 shipping yard, 5.9 tons, MO.  
 6/6 Mosquitoes on DORTMUND-353, 10.7 tons, MO.  
 12/12 Mosquitoes on Siron Tour or Spoof Raid, 10.2 tons, MO.  
 88/37 Mosquitoes on Bomber support.  
 Claims: 2/4 in air O-I-O.  
 Losses: 1 Lancaster.

Day 20 Feb: No operations scheduled.

9th AF

Night 19/20 Feb: Nil.

Day 20 Feb

9th Bomb Div: No operations due to weather.

9th TAC

56/46 a/c on A/R north of DORTMUND-114, SIEGBURG-164 and GLADBACH-180 areas.  
 Claims: Locomotives 0-1, R/R cars 22-5, M/T 4-3, AFV 2-5, Guns 18-3, Rail cuts 5.  
 Losses: Nil. Tonnage: 23.5 GP, 1.4 Frags.

19th TAC

184/175 a/c on A/R in DORTMUND-169, DORTMUND-121, MAINZ-135 areas; air cooperation to 8th, 12th and 20th Corps.  
 Claims: Locomotives 0-10, Guns 6-1, R/R cars 44-37, AFV 10-15, EDV 26-10, M/T 169-88, Bridges 12-6, Rail cuts 8.  
 Losses: Nil. Tonnage: 75.5 GP, 8.1 Frags, 25 Leaflets.

CONFIDENTIAL

29th TAC - 13/12 sorties.

2/2 a/c A/R east and west of Rhine.  
11/10 a/c D/B JULICH-FO5, 6 hits scored with 5 tons of GP.  
Claims: Loco 2-1, R/R cars 0-2.  
Losses: Nil.

55/51 Roccoes.

9th AF CONSOLIDATED CLAIMS

Claims: Loco 2-12, H/T 173-91, A/R cars 66-44, Guns 24-4, AFV 12-20,  
EDV 26-10, Barges 12-6, Rail cuts 13.

2 TAF

Night 19/20 Feb: No operations due to weather.

Day 20 Feb.

4 a/c on Weather Rocco.

8th AF

Day 20 Feb - 1945/1254 Bombers, 561 Ftrs.

840/831 Ftrs on NUREMBERG-0-40 Railway center and W/Y, 2103.7 tons, good-NRO.  
16 Ftrs on SCHLIPFACH-103, 40 tons, NRO.  
13 a/c on 13 targets of opportunity, 32 tons, NRO.  
34 Ftrs aborted.  
360 Libs recalled due to weather.  
478 a/c on Fighter Escort.  
203 a/c on Fighter sweeps.

Claims: E/A in air 14-0-1, E/A on ground 43-1-22, Loco 159-21, TRG  
114-422, Oil storage tanks 0-5.  
Losses: 15 Bombers (6 to AA, 1 MYR, 8 unknown); 21 Fighters (2 to AA,  
2 Cat E, 16 MYR,--(believed safe), 1 cause unknown).

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

31. 12. 55 - 1. 1. 56

Maps  
Statistical Print

1. The first step is to identify the key components of the system. This includes understanding the hardware, software, and data involved.

10 11. FIRST NATIONAL AIR DIVISION, 1ST  
11 12. 1ST (AIR) DIV: 1ST, 2ND, 3RD, 4TH, 5TH, 6TH, 7TH, 8TH, 9TH, 10TH, 11TH, 12TH, 13TH, 14TH, 15TH, 16TH, 17TH, 18TH, 19TH, 20TH, 21ST, 22ND, 23RD, 24TH, 25TH, 26TH, 27TH, 28TH, 29TH, 30TH, 31ST, 32ND, 33RD, 34TH, 35TH, 36TH, 37TH, 38TH, 39TH, 40TH, 41ST, 42ND, 43RD, 44TH, 45TH, 46TH, 47TH, 48TH, 49TH, 50TH, 51ST, 52ND, 53RD, 54TH, 55TH, 56TH, 57TH, 58TH, 59TH, 60TH, 61ST, 62ND, 63RD, 64TH, 65TH, 66TH, 67TH, 68TH, 69TH, 70TH, 71ST, 72ND, 73RD, 74TH, 75TH, 76TH, 77TH, 78TH, 79TH, 80TH, 81ST, 82ND, 83RD, 84TH, 85TH, 86TH, 87TH, 88TH, 89TH, 90TH, 91ST, 92ND, 93RD, 94TH, 95TH, 96TH, 97TH, 98TH, 99TH, 100TH, 101ST, 102ND, 103RD, 104TH, 105TH, 106TH, 107TH, 108TH, 109TH, 110TH, 111TH, 112TH, 113TH, 114TH, 115TH, 116TH, 117TH, 118TH, 119TH, 120TH, 121ST, 122ND, 123RD, 124TH, 125TH, 126TH, 127TH, 128TH, 129TH, 130TH, 131ST, 132ND, 133RD, 134TH, 135TH, 136TH, 137TH, 138TH, 139TH, 140TH, 141ST, 142ND, 143RD, 144TH, 145TH, 146TH, 147TH, 148TH, 149TH, 150TH, 151ST, 152ND, 153RD, 154TH, 155TH, 156TH, 157TH, 158TH, 159TH, 160TH, 161ST, 162ND, 163RD, 164TH, 165TH, 166TH, 167TH, 168TH, 169TH, 170TH, 171ST, 172ND, 173RD, 174TH, 175TH, 176TH, 177TH, 178TH, 179TH, 180TH, 181ST, 182ND, 183RD, 184TH, 185TH, 186TH, 187TH, 188TH, 189TH, 190TH, 191ST, 192ND, 193RD, 194TH, 195TH, 196TH, 197TH, 198TH, 199TH, 200TH, 201ST, 202ND, 203RD, 204TH, 205TH, 206TH, 207TH, 208TH, 209TH, 210TH, 211ST, 212ND, 213RD, 214TH, 215TH, 216TH, 217TH, 218TH, 219TH, 220TH, 221ST, 222ND, 223RD, 224TH, 225TH, 226TH, 227TH, 228TH, 229TH, 230TH, 231ST, 232ND, 233RD, 234TH, 235TH, 236TH, 237TH, 238TH, 239TH, 240TH, 241ST, 242ND, 243RD, 244TH, 245TH, 246TH, 247TH, 248TH, 249TH, 250TH, 251ST, 252ND, 253RD, 254TH, 255TH, 256TH, 257TH, 258TH, 259TH, 260TH, 261ST, 262ND, 263RD, 264TH, 265TH, 266TH, 267TH, 268TH, 269TH, 270TH, 271ST, 272ND, 273RD, 274TH, 275TH, 276TH, 277TH, 278TH, 279TH, 280TH, 281ST, 282ND, 283RD, 284TH, 285TH, 286TH, 287TH, 288TH, 289TH, 290TH, 291ST, 292ND, 293RD, 294TH, 295TH, 296TH, 297TH, 298TH, 299TH, 300TH, 301ST, 302ND, 303RD, 304TH, 305TH, 306TH, 307TH, 308TH, 309TH, 310TH, 311ST, 312ND, 313RD, 314TH, 315TH, 316TH, 317TH, 318TH, 319TH, 320TH, 321ST, 322ND, 323RD, 324TH, 325TH, 326TH, 327TH, 328TH, 329TH, 330TH, 331ST, 332ND, 333RD, 334TH, 335TH, 336TH, 337TH, 338TH, 339TH, 340TH, 341ST, 342ND, 343RD, 344TH, 345TH, 346TH, 347TH, 348TH, 349TH, 350TH, 351ST, 352ND, 353RD, 354TH, 355TH, 356TH, 357TH, 358TH, 359TH, 360TH, 361ST, 362ND, 363RD, 364TH, 365TH, 366TH, 367TH, 368TH, 369TH, 370TH, 371ST, 372ND, 373RD, 374TH, 375TH, 376TH, 377TH, 378TH, 379TH, 380TH, 381ST, 382ND, 383RD, 384TH, 385TH, 386TH, 387TH, 388TH, 389TH, 390TH, 391ST, 392ND, 393RD, 394TH, 395TH, 396TH, 397TH, 398TH, 399TH, 400TH, 401ST, 402ND, 403RD, 404TH, 405TH, 406TH, 407TH, 408TH, 409TH, 410TH, 411ST, 412ND, 413RD, 414TH, 415TH, 416TH, 417TH, 418TH, 419TH, 420TH, 421ST, 422ND, 423RD, 424TH, 425TH, 426TH, 427TH, 428TH, 429TH, 430TH, 431ST, 432ND, 433RD, 434TH, 435TH, 436TH, 437TH, 438TH, 439TH, 440TH, 441ST, 442ND, 443RD, 444TH, 445TH, 446TH, 447TH, 448TH, 449TH, 450TH, 451ST, 452ND, 453RD, 454TH, 455TH, 456TH, 457TH, 458TH, 459TH, 460TH, 461ST, 462ND, 463RD, 464TH, 465TH, 466TH, 467TH, 468TH, 469TH, 470TH, 471ST, 472ND, 473RD, 474TH, 475TH, 476TH, 477TH, 478TH, 479TH, 480TH, 481ST, 482ND, 483RD, 484TH, 485TH, 486TH, 487TH, 488TH, 489TH, 490TH, 491ST, 492ND, 493RD, 494TH, 495TH, 496TH, 497TH, 498TH, 499TH, 500TH, 501ST, 502ND, 503RD, 504TH, 505TH, 506TH, 507TH, 508TH, 509TH, 510TH, 511ST, 512ND, 513RD, 514TH, 515TH, 516TH, 517TH, 518TH, 519TH, 520TH, 521ST, 522ND, 523RD, 524TH, 525TH, 526TH, 527TH, 528TH, 529TH, 530TH, 531ST, 532ND, 533RD, 534TH, 535TH, 536TH, 537TH, 538TH, 539TH, 540TH, 541ST, 542ND, 543RD, 544TH, 545TH, 546TH, 547TH, 548TH, 549TH, 550TH, 551ST, 552ND, 553RD, 554TH, 555TH, 556TH, 557TH, 558TH, 559TH, 560TH, 561ST, 562ND, 563RD, 564TH, 565TH, 566TH, 567TH, 568TH, 569TH, 570TH, 571ST, 572ND, 573RD, 574TH, 575TH, 576TH, 577TH, 578TH, 579TH, 580TH, 581ST, 582ND, 583RD, 584TH, 585TH, 586TH, 587TH, 588TH, 589TH, 590TH, 591ST, 592ND, 593RD, 594TH, 595TH, 596TH, 597TH, 598TH, 599TH, 600TH, 601ST, 602ND, 603RD, 604TH, 605TH, 606TH, 607TH, 608TH, 609TH, 610TH, 611ST, 612ND, 613RD, 614TH, 615TH, 616TH, 617TH, 618TH, 619TH, 620TH, 621ST, 622ND, 623RD, 624TH, 625TH, 626TH, 627TH, 628TH, 629TH, 630TH, 631ST, 632ND, 633RD, 634TH, 635TH, 636TH, 637TH, 638TH, 639TH, 640TH, 641ST, 642ND, 643RD, 644TH, 645TH, 646TH, 647TH, 648TH, 649TH, 650TH, 651ST, 652ND, 653RD, 654TH, 655TH, 656TH, 657TH, 658TH, 659TH, 660TH, 661ST, 662ND, 663RD, 664TH, 665TH, 666TH, 667TH, 668TH, 669TH, 670TH, 671ST, 672ND, 673RD, 674TH, 675TH, 676TH, 677TH, 678TH, 679TH, 680TH, 681ST, 682ND, 683RD, 684TH, 685TH, 686TH, 687TH, 688TH, 689TH, 690TH, 691ST, 692ND, 693RD, 694TH, 695TH,

[illegible]

THEORETICAL AIR FORCE (TRAV)  
C. 5  
TO 15

4. RE - CLOSING &amp; END TAG

1441-1444-0000

4.15 IC.3, 57 SORTING, 1.5.3 TOL.3 25.0.

14-28'S ON LAND MARKS AND SURVEY AREA 11571', 145X3  
19 0-00' S ON SAME TARGET, 1140/5, DECS, 3000.  
14-28'S LOCATED PRIMARY AND ALTERNATE TARGETS.

LC 355: NIL.

PART II - FIGHTED &amp; FIGHTER SOLDIERS

A. AIR COOPERATION, ESCORT, ARMED RESCUE, DIVE DOG.

B 272 P-47'S

C 272 F-47'S

THIS PAGE IS UNCLASSIFIED

1.1 TONS G.P., 9.8 TON I.L., 1.7 TON F.F. 1.4 ROCKETS

III

17-47

1. *Chlorophyll a* (Chl *a*)

100-111-100-

45 501115-3; 507-0, 1 P/2, 4 ORIGINAL, 1 COVERED. LG 505: JIL

... ..

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

272 F-4748

|    |                 |          |      |          |     |              |
|----|-----------------|----------|------|----------|-----|--------------|
| CC | 11.2 TONS G.I., | 9.3 TON. | 1.0, | 1.7 TONS | .5, | 1.4 TONS WTS |
|----|-----------------|----------|------|----------|-----|--------------|

ON CHIEF 114-7, W/T 18-4, INLET 14-11, LOGS 4-9, CHIEF 1-9,  
TANK 1-1, PLY 1-7, W/T 18-4, SHELTER 100-1, TRAINING 1-7,  
RAIL CUTS 7, ROAD BLOCKS 1.

4. 10. 1941

PLAN: INTENSE HEAVY B7 34. MODERATE HEAVY: Q4898, Q6111, Q454,  
Q150. GUARD HER: IS ELONG, LANEY, Q4898, Q6111, Q454,  
Q454, LANEY EL / SHIFTER TAIL, 2787// 7947. INTERMEDIATE LIGHT: B7 34,  
Q4898, Q6111, Q454, Q150. SQUARE, Q4898, Q6111, Q454, Q150.  
MODERATE LIGHT: Q4898, Q6111, Q454, Q150.

GG 1 F-47

FIRST FRENCH AIR CORPS

## PART II- FIGHTER & FIGHTER BOMBERS

ARMED RECCE, FIGHTER S REFS, BATHER RECCE, VISUAL RECCE, PCMV R.

81 F-47' S , 24 SPIT .

THIS PAGE IS UNCLASSIFIED

73 1-47' C ... 37110

31.5

1940 3: 3: 5/11 24

1 : -47 . 000 .

[illegible]

5. DISCUSSION, COMMENTS-; 6. ACTION, OR VISUAL IMAGE, ETC. 100-100000

45 - 2323

////////////////////  
FBI IN ALBANY

[illegible]

6-175 I-47'

30 31.5 TONS S.D.

EN RA STATION 1-, 11655 -S, ROAD 11655 , LN CPTS 7, W/ T 3-,  
BUSSE. 1-, LOCO 1-, RR CARS 1-1-, GUNS -.

33 . 3 )

~~EE-~~ NIL

27 JUL 1964

FLY: SCANT LIGHT 075715, HEAVY SCANT INACCURATE OFFENSIVE, LIGHT  
SCANT INACCURATE 07475998, HEAVY MEDIUM ACCURATE 01873, HEAVY  
MEDIUM INACCURATE 075841, LIGHT MEDIUM INACCURATE 075841,  
HEAVY INTENSE ACCURATE WALDSHUT,

CG 1 F-478, 54



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

EASTERN FRENCH AIR FORCE

3 1-4-47 LINE (ORIGINALLY EAST FRENCH AIR FORCE), 4 TON  
G. F., 3000.

CLAIMS: NIL LOSS. : NIL.

SAVILE

ST 2-445

A FOR CHECK  
UNION I LINE : C A LANC 3000  
INCH 3000 PART I  
LINE 3000  
4 MISSION, 27 JETTS, 100.5 5 TON 1000  
C A LANC 3000 AND 3000 11071, 1-50 5 1000  
3000  
C A LANC 3000 14 1000 3000  
11 1000 3000 1000 5 1000 3000  
12 1000 3000 1000 5 1000 3000  
13 1000 3000 1000 5 1000 3000  
14 1000 3000 1000 5 1000 3000  
15 1000 3000 1000 5 1000 3000

NA

1/16 2-445

6

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 3 TAC 3

TAC 3

JEUS V JETF NR 3 URGENT URGENT  
F AEW AWW

FROM 1ST TAC AF (PROV) 190028A  
TO USSTAF (MAIN) ATT: D/OPS  
USSTAF (REAR)  
SHAET AIR (MAIN) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
2 TAF  
6TH ARMY

CONFIDENTIAL BT

3-1194 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE, (PROV)

OPSUM NO. 49

PERIOD 172000 TO 182000

FIRST FRENCH AIR CORPS

PART I & III: NIL.

PART II -- FTR & FTR/ BOMBERS

ARMED RECCE

WEATHER RECCE

SWEEP

64 P-47

3 P-47

12 SPITS

*Action - Target*  
*44339*  
*D/ops*  
*Subst that control*

*18410*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

16 P-47

8 TONS OF 500 G.P.

F G H - NIL.

PART IV ANNEX

A 1ST FRENCH ARMY

B 16 P-47'S

C 8 TONS OF 500 G.P.

D EE FF GG -- NIL.

42 BOMB WING & XII TAC

PARTS I, II, III, IV: NIL.

NO OPERATIONS DUE WEATHER

SAVILLE

190028A

TAC 6003/19

FEB 10 1945 03 00

0330

CW

6

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Summary of 1st Jaws 2*

JENS V JENS 1222// 121042/1243/18 0 1 0  
T U STAF MAIN AND REAR  
FIR T TACTICAL AIR FORCE (PROV) 180125A  
U-2AF(1A) ATT: 1/085, U-2AF(1A), HAF AID (1A)  
DES RECORDS, AIR MILITARY WARD 100, WHITEHALL, 9 17,  
2 TAF, 6TH ARMY  
CONFIDENTIAL BT MULTIPLE  
D-1145 1 TAC AF (PROV)

FIR T TACTICAL AIR FORCE, (PROV)  
OPSTN 10.43  
PERIOD 161300 TO 171300  
FIRST TACTICAL AIR CORPS  
PARTS 1, 11 AND IV: NIL

PART III - RECON// RECCO

2-2 F-6 TACAF  
CLAIMS AND LOSS: NIL.

42ND TOWING AND XII TAC  
PART I, III AND IV: NIL.  
PART II - FIR AND FT/COMBAT

A INTERDICTOR PATROL.

B 2 BOMBIGHTER

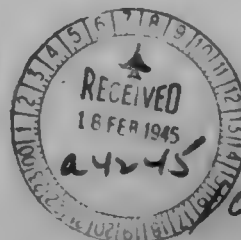
C SAME AS B.

D THRU: NIL.

AVILLE

BT 180125A  
PERIOD 161300 TO 171300  
E THRU H: INI THRU H:  
GRF AR K

AZA/7/  
JENS R.....180325A MS AR



REC 18 FEB 1945 03 03

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 6

JEUS V JETT NR 7 URGENT URGENT  
T JEUS AWH AFA AMY XSM  
FROM HQ 1ST TACAF PROV 170335A

TO USSTAF (MAIN) ATT: D/OPS, USSTAF (REAR),  
SHAEF AIR (MAIN) OPS RECORDS AIR MINISTER WAR ROOM, WHITEHALL,  
9 AF 2 TAF, 6TH ARMY

CONFIDENTIAL BT

MULTIPLE ADDRESS

NR D 1082 1TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 47  
PERIOD 151800 TO 161800  
FIRST FRENCH AIR CORPS

PART II FTR & FTR/BOMBER

A FTR SKEPS, D/B

B 33 SPITS, 30 P-47'S

C SAME AS "B"

D 25.50 GP

E THRU H NIL

319.53

1st Dec 62

JEUS 10/17 JETT 11/7 01  
- 11/1 JEU 10/17 JETT 17/06 06 APP

D/OPS

Stat Contray

18035

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

PART IV ANNEX

MA 1ST FRENCH ARMY

EB 50-50 P-47'S

CC 25-50 TONS

DD BLDGS 12-0, BRIDGES 1-0, RAIL CUTS 4, RD BLOCK 1, RD CROSSING 1-0

EE TO GG NIL

SAVILLE

BT 170335A

AS FOR CHECK

6006/7 0600A/FCR

FEB 14 05 06 48

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

TAC 4

JEUS V JETT NR 4 URGENT URGENT  
T JEUS AVW AFA AMY XSM  
FROM HQ 1ST TACAF PROV 170314A

TO USSTAF (MAIN) ATT: D/OPS; USSAF (REAR); SHAEF AIR (MAIN)  
OPS RECORDS AIR MINISTER WAR ROOM, WHITEHALL, 9AF;  
HQ 2 TAF; 6TH ARMY  
CONFIDENTIAL BT

NR D 1000 1ST TAC AF (PROV)

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 47  
PERIOD 151000 TO 161000  
42 BOMB WING & XII TAC AC

PART I MEDIUM BOMBERS

A 3 B-26'S ON FLAK POSITIONS R263661, 2.94 FRAGS, GOOD.  
4 B-26'S ON FLAK POSITIONS R263671, 4.8 FRAGS, NRO  
11/13/B-26'S ON FLAK POSITIONS R263671, 4.8 FRAGS, NRO  
3 B-26'S ON FLAK POSITIONS R257649, 3.6 FRAGS, POOR.  
20/15 B-26'S ON LANDAU BARRACKS AND SUPPLY R270673, 26.75 DEMIOS, GOOD.  
23/21 B-26'S ON LANDAU BARRACKS AND SUPPLY R27063, 39.75 DEMIOS, FAIR.

B 54 B-26'S

C 46 B-36'S

D SEE "A"

E THRU H NIL

AA THRU CC NIL

PART II F & F/B

A A/R, A/T, ARTILLERY ADJUSTMENT, AIR COOPERATION.

B 340 B-26'S, 4 B-36'S

319.55 Summary of Report Sec 4.2.

18026

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

C SAME AS "B"

D 128.75 GP, 2.47 FRAGS, 26.68 IB, 1.75 WP, 5.83 DEPTH BOMBS, 93 ROCKET

E & F NIL

G 1 P47

H 2 P-47'S

PART III RECCE

17-17 F-5'S P/R  
32-52 A/C TAC/R  
CLAIMS AND LOSSES NIL.

PART IV ANNEX

AA US 7 ARMY

BB 333/333 P-47'S, 4 BEAUFIGHTERS

CC 164.68 TONS BOMBS, 93 ROCKETS.

DD LOCOS 6-27, RR CARS 148-398, M/T 38-56, TANKS 1-8, BLDGS 71-55,  
GUNS 8-11, HDV 3-8, STAFF CARS 1-8, AFV 3-8, ~~BARRETT~~  
BARGES 8-6, TRAILERS  
2-8, CONTROL TOWERS 8-1, M/T 8-9, BRIDGES 8-1, POWER PLANTS 8-1.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

RAIL CUTS 15, RD BLOCKS 1, RD CROSSING 8-8,

DE NIL

FF E/A NIL

FLAK: IN R8748, MH Q6683, AND FREUDENSTADT, SH LUDWIGSHAVEN,  
MANNHEIM, KARLSRUHE, NEUSTADT, Q 6557, ZWEIBRUCKEN, Q6660, Q3552,  
Q0735, R2828, R8140, W5183, W5283, W4983, KAISERSLAUTERN Q6671,  
R9741, IL HAGENAU, (FOOOOOOOOREST) E. SIDE OF FORBACH, Q3572, Q4163,  
S0341, R9740, R7133, R3078, R8341, W5283, Q6384, W2272. HL MANNHEIM,  
WOODS AT W5187, W2369, W1843, W2271, R5972, R5990, R9984, M4321,  
S0350, R1767. SL HOMBURG W6680, W8696, Q6660, Q3572, Q6583, Q9538,  
R2876, R7737, R9293, R8140, AIRDROME AT M6234, Q9339, M2051, R9741.

GE 2 P-47'S

SAVILLE

BT 170314A

AS FOR CHECK

TAC 6004  
R 0454  
NUS

6

FEB 14 03 05 44

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 2

URGENT URGENT

JETS V JETZ NR 4 "C C"

T AER ARMY ITT

319.53-  
FROM FIRST TACTICAL AIR FORCE (PROV) 160145  
TO J TAF (MAIN) ATT: L/ CFS: USSTAF (REAR): SHADE AIR (MAIN)  
CFS RECORDS: AIR MINISTRY WAR ROOM WHITEHALL: HQ 9 AF: HQ 1 TAF:  
6 ARMY  
CONFIDENTIAL BT  
MULTIPLE ADDRESS  
NR 21120 1ST TACAF (PROV)

FIRST TACTICAL AIR FORCE (PROV)

CFSUM NO. 46  
PERIOD 141801 TO 151801

42 ND BOMB WING & XII TAC AC

PART I MED BOMBERS

A 24 B-26'S LAUTERBAD R/R BRIDGE W-517878, 47 TONS, EXCELLENT.  
48 B-26'S OFFENBURG M/ Y W-152875, 76 TONS, DEMOS, 21 TONS  
IB. EXCELLENT.

2 B-26'S GUN POSITION W-151887, 2.4 TONS FRAGS, POOR.

B 110 B-26'S

C 104 B-26'S

D SEE A.

E 39 TONS DEMO ON FRIESENHEIM W-1276.

F THRU H NIL

*17/02/53  
Stadler  
17/02/53*

17831

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AA THRU GG NIL

PART II F & F /D

A D/ S , M/ R, E CONT , LEAFLET , M/ F, FTR SWEEP, AIR COOPERATION.

B 514 P-47'S , 4 BEAUFIGHTERS.

C SAME AS B

D 199.25 GP, 39.55 I B, 24X75 NAPALM, 189 ROCKETS

E NIL

F E/ A IN AIR: ( 4-2-5) E/ A ON GROUND : (5-1-5)

G ( )

H 2 P-47'S

PART III REGOS

52-5L F-5'S VIC/R  
23-13 F-5'S F/ R  
2 P-47'S EA/ R

CLAIM AND LOOSE: NIL

PART IV ANNEX

AA US 7 TH ARMY

BB 515/516 P-47'S . R/// 4/4 BEAUFIGHTERS. 5L/5L F-5'S  
13/23 F-5'S

CC 238.81 TONS. 24X 75 NAPALM , 189 ROCKETS

DD LOCOS 25-47, RR CARS 654-813, M/ T 44-43, TANKS 2-1, FLAT CARS  
2-1, AFV 12-15, HDV 2-2, SUPPLY AND AMMO DUMPS 5-1. BLDGS  
186-9, LOAD RAMP 1-2, RADAR STATION 2-1. M/ Y P-8, R/ R CUTS  
34, GUN POSITIONS 4-2, BARRACKS 12-2, RD BLOCKS 3, STAFF

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC 2

URGENT URGENT

ORNS 3-2, RR BRIDGE 1-3.

9-3-13

E/ A : 13 PLUS NE 129 N OF MANNHEIM, CLAIM 1-1-2; 15 NE 129'S  
E. S G IN KARLSRUHE AREA, CLAIM 1-1-3.

FLAK: IN Q5894, Q7181, RR R974, LUDWIGSHAVEN, MANNHEIM, R9741,  
BURBOURG, RASTATT. SM SAARDRUCKEN, WOH// WORMS, OFFENBURG,  
GENEHEIM, R8520, R4285, R 5599, R4399, R1728, R3843,  
R 4594, R8397, R2277, R6422, LUDWIGSHAVEN, MANNHEIM,  
HEIDELBURG, BITCHE, SACHSHEIM, IL OFFENBURG M/ Y, LANDAU,  
NEUSTADT, HEIDELBURG, R1782, Q5894, Q7181, Q5992, Q5567,  
Q 5655, R2494, R3569, R 5264, R5150, R9741, R3171, R 5258,  
R2235, Q2941. OFORZHEIM, Q 9935, HL 3// 2 SAARDRUCKEN,  
KAISERSLAUTERN, HEIDELBURG, R6283, R6333, Q2388, HONDACH,  
NE OF SAARDRUCKEN, R2965, SL SCHIFFERSTEDT, LANDAU, Q5295,  
Q 6977, Q9492, R5766, Q5779, Q7289,  
R2267, R5980, R5187, R6790, R3064, R7167, R9984, R1230,  
Q1882, Q5166.

SAVILLE

BT 150245

CON: UNDER FF 1 ND LINE FIRST GROUPS SHOULD READ

E & G

UNDER FLAK: G C NA GENEHEIM R8520

002/16

FEB 16 1975 05 34

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
C  
E

319.53-

TAC 1

URGENT URGENT

JEUS V JETF NR 2

T AEW ANW ITT

FROM FIRST TACTICAL AIR FORCE ( PROV ) 160210  
TO USSTAF ( MAIN ) ATT. D/ OPS : USSTAF ( REAR ) : SHAEF AIR ( MAIN )  
OPS RECORDS: AIR MINISTRY WAR ROOM, WHITEHALL: HQ 9 AF : HQ 2 TAF:  
6 ARMY  
CONFIDENTIAL BT

NR D1226 1 ST TAC AF ( PROV )  
MULTIPLE ADDRESS ( CONFIDENTIAL )

FIRST TACTICAL AIR FORCE ( PROV )  
OPSUM NO. 46  
PERIOD 141800 TO 151800

FIRST FRENCH AIR CORPS

PART II FIGHTER & F/ BOMBERS  
A FIGHTER SWEEPS, D/ B , VISUAL RECCES

B 35 SPITS, 56 P-47'S 8 A/ C

C 31 SPITS 56 P-47'S 8 A/ C

D NOT REPORTED

E NOT REPORTED

F NIL G NIL

H 1 P-47 CRASH LANDED AND BURNED.

17823

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PART IV ANNEX

AA FIRST FRENCH ARMY

BB 56 - 56 P-47'S

CC NOT REPORTED

DD LUSSEY DUMP 1-8, R/R BRIDGE 1-8, LOCOS 3-1, M/T 2-8, R/R  
CUTS 7.

EE NIL

FF E/A NIL. FLAK IMA SASHINTEN AND B-3288. ILA V-981342.

GG 1 P-47 CRASH LANDED AND BURNED

W. F. A. F.

A D/B B 3 A-24'S C3 A-24'S D 1 TON

E THRU H NIL

AA THRU GG NIL

SAVILLE

BT 162212  
ASVVVVVVVV

6

500175  
[Handwritten signature]

AEW V ITT AAT NR9 0 0

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319.55-

FROM 1ST TAC AF (PROV) 150453A  
TO USSTAF (MAIN) ATT D/OPS USSTAF (REAR) SHAEF AIR (MAIN) OPS  
RECORDS AIR MINISTRY WAR ROOM WHITEHALL HQ 9 AF HQ 2 TAF  
6 ARMY  
CONFIDENTIAL BT

D-939 1ST TAC AF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL BT

~~XXXXXXXX~~

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 45  
PERIOD 121800 TO 141800

42 BOMB WING & XII TAC AC

PART I MED BOMBERS

11 MISSIONS 143 SORTIES 125 TONS GP 30.15 TONS WP  
4 B-26'S FLAK BATTERY R-273549 GOOD CONCENTRATION 3.9 WP *s.g. Winder*  
31 B-26'S AMMO FACTORY R-393551 GOOD RESULTS 49/25 GP *m.g. Indegrim*  
Y 6 B-26'S FLAK BATTERY R-243569 GOOD RESULTS GPL *Barbello*  
27 B-26'S LAHR BARRACKS V-1372 GOOD RESULTS 52 TONS GP *Labach*  
18 B-26'S LABACH SUPPLY DEPOT Q-400899 EXCELLENT RESULTS, FIRES *Labach*  
STARTED. 18 TONS GP. 17.25 WP. LOS T 1 B-26 DUE TO FLAK *Labach*  
INCOMPLETE DUE TO TIME ELEMENT.

PART II FTR BOMBERS

A CLOSE COOPERATION D/B ESCORT & SWEEP A/R NITE FTR

B 218 P-47'S 39 P-47 50 P-47'S 253 P-47'S 3BEAUFTRS

C SAME AS B

D LOCOS 29-52, RR CARS 276-789, M/T 50-73, RD BLOCKS 3, HDV 3-7,  
AFV 3-1, TRAILERS 0-2, GUNS 4-9, BLDGS 148-82, RR BRIDGES 0-2  
M/Y 17, RR CUTS 28, STAFF CARS 1-1, TANKS 0-3, ROUN D HOUSE 1-1  
AMMO DUMP 1-1, OVER PASS BDC 0-1

E TO G NIL

H 3 P-47'S

PART III RECCE

86 SORTIES-24 VISUAL SUCCESSFUL 2 ARTILLERY ADJUSTMENT SUCCESSFUL  
30 P/R 26 SUCCESSFUL. LOSSES: 1 P-6 LOST DUE TO FLAK, 1 P-5 EX-  
PLODED IN FLIGHT.



PART IV ANNEX

AA 7TH US ARMY

BB 680 P-47'S

CC 232 TONS GP 31.56 TONS WP

DD LOCOS 29-52, RR CARS 276-789, M/T 58-73, RD BLOCKS 3, HDV 3-7,  
AFV 3-1, TRAILERS 8-2, GUNS 4-9, BLDGS 148-82, RR BRIDGES 8-2,  
M/Y 17, RR CUTS 28, STAFF CARS 1-1, TANKS \* 8-3, ROUND HOUSE  
1-8, AMMO DUMP 1-1, OVER PASS BDG 8-1.

EE NIL

FF INTENSE HEAVY - NEUSTADT, R3858, W8388, SCANT HEAVY HOMBURG,  
SELTZ, WISSEMBURG, WEST EDGE OF RASDAT, GERMERSHEIM, LUDSWIGHAVEN,  
R2540, R5252, W1072, Q6583, R3678, R2350, Q6964, R3843, Q3850, R2522,  
MANNHEIM, WALDSKUT, Q9073, BITCHE, R4398, KAISERLAUTERN,  
FREUDENS-TADT, Q7060, WORMS, INTENSE LIGHT, LANDAU, LAUTERBURG,  
R2968, NEUSTADT, R3268, R3666, R3846, Q9073, R1293, M4518, Q6384,  
R2454, R3850, Q8871, Q9073, MODERATE LIGHT NEUNDIRCHEN, HOMBURG,  
Q9373, R2866, Q8347, R2023, Q7391, R4841, R3850, R2463, R2766  
Q4693, Q8465, M0308, Q2850, Q9271, R1224, FREUDENSTADT, SCANT LIGHT  
WISSEMBURG, GERMERSHEI, BAD KURZNACH, R2556, M3051, R6051, M31XXXXX  
M2315, M6613, R6563, L8032, Q6583, R3678, Q6879, R2984, R2353, Q9790  
R3122, M2827, M3317, R6562, R4048, R2486, R1194, Q9073, L5408,  
WORMS, R2734, HOMBERG, STREAMER Q8595.

GG 1 F-5 1 F-6 1 B-26 5 P-47'S

SAVILLE

ET 150453A

WAH B K

AEW R...150700A

HB

B KKK

1024/15  
FEB 15 1957



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)

OSXXXXXXXX SO  
XXXXXXXXXXXXXX  
OPSUM NO. 45

PERIOD 131800A TO 141800

BUST

AEW V ITT AAT NR7 URGENT O O

FROM 1ST TAC AF (POV) 150347A  
TO USSTAF (MAIN ATT D/OPS  
USSTAF (REAR)  
SHAEF AIR (MAIN) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
HQ NINTH AF  
HQ 2ND TAF  
6TH ARMY

CONFIDENTIAL BT

D-938 1ST TAC AF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 45

PERIOD 131800 TO 141800  
FIRST FRENCH AIR CORPS

PART II- FIGHTER & F/BOMBERS

A ARMED RECCES, FIGHTER SWEEPS AND ESCORT.

B 27 SPITS 49 P-47'S

C 25 SPITS 49 P-47'S

D 22 NAPALMS 15.5 TONS GP P-47'S

E NIL

F NIL

G NIL

H 2 P-47'S AIR COLLISION

PART III RECCE

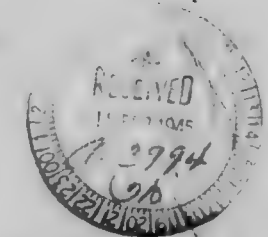
3 MISSIONS 6 SORTIES VISUAL RECCE

PART IV ANNEX

THIS PAGE IS UNCLASSIFIED

319.57

*Handwritten: 1505  
CONFIDENTIAL*



*Handwritten: 17528*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AA FIRST FRENCH , ARMY

BB 49 P-47'S 25 SPITS 6 RECCE PLANES

CC 15.5 GP 25 TONS NAPALMS.

DD RR CUTS 5, FUEL DUMP 1, BLDGS 2-3, HUTS 2-8

EE NIL

FF MODERATE LIGHT W-230685. INTENSE INACCURATE W-260650.  
HEAVY INTENSE ACCURATE AT SACKINGEN.

GG 2 P-47'S

SAVILLE

BT 150347A

VAH B K

W AEW R.....150607A HMK

KK

10/18/15  
FEB 15 05 06 03

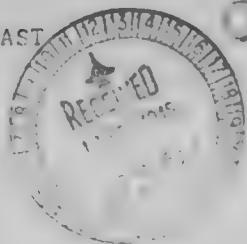
T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ALL STATIONS STAB BY FOR D/CAST



AEW XAM XSM V AFA AAT NR 112 URGENT (CONFIDENTIAL)  
AEW T AEW AEW  
XAL T AEW  
XSM T XSM

FROM 1ST TAC AF (PROV) 140527 A  
TO USCTAF (MAIN) ATD D/OPS USCTAF (REAR) SHAEF AIR (MAIN)  
OIS RECORDS AIR MINISTER WAR ROOM WHITEHALL HQ NINTH AF  
HQ S 2ND TAF 6 TH ARMY.

GRS --- BT  
NR 1855 FIRST TACAF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL FIRST TACTICAL AIR FORCE (PROV)  
OISUL NO .44  
PERIOD 121500 TO 131500  
42 BOMB WING AND XII TAC A C  
PART 1. - BOMBERS

X  
96/2 B-26S ABORTED DUE TO WEATHER. LOSSES :1 B-26 ON TAKEOFF

PART 11. - FIGHTER AND F/BOMBERS

A CLOSE COOPERATION A/R FIGHTER SWEEPS D/B ESCORT

B 475 P-47S

C SAME AS B.

D 250 GP 2.45 WP 35 ROCKETS 82G 84 K LEAFLET BOMBS.

E THRU H: NIL

PART 111 - RECCE

TAC/R 54-54 F-6S P/R 12-12 F-6S ARTILLERY ADJUSTMENT 4-4F  
F-6S

WEATHER RECCE 3-2 P-47S CLAIMS AND LOSSES . NIL .

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ANNEX

AM US 7TH ARMY

ED 349-347 F-47S .

CC 252.45 TONS BOMBS PLUS 35 ROCKETS AND 54K LEAFLET BOMBS

LD LOCOS 9-26 R/R CARS 127-356. TUNS 8-11. M/T 53-133. BLDGS 121-31  
AFV 2-1. BARRACKS 3-2. STAFF CARS 1-2. TANKS 3-1. HLV 13-3.  
TRAILERS 1-3. R/R CONTROL TOWERS 2-3. M/Y 3-13. RADIO TOWERS  
3-2. R/R BRIDGES 1-1. ~~VIADUCTS~~ VIADUCTS 2-1. SUPPLY DUMPS 1-1 .  
SWITCH HOUSES 1-2. ROAD BLOCKS 6. RAIL CUTS 22. ROAD CUTS 1.

EE NIL

FF E/A NIL. FLAK MODERATE HEAVY Q7171. SCANT HEAVY FREIDBURG .  
KENZINGEN W789. W2253. W1152. V 9573. LV9924. WISSENBURG R1242.  
HOSLOCK. HAMBURG. INTENSE LIGHT HAMBURG R2319. W2452. R1418.  
R1521. W8297. R6329. R2932. W2135. ~~R3473~~ R3473. Q6873  
Q8442. Q7136. SELTZ. REUSTALT. R2954. R3972. Q7171.  
R2115. Q6873. Q5565. MODERATE LIGHT NEUNENKIRCHEN .  
SAARBRUCKEN. R2733. V9924. W2340. R1618. W1894 .  
R5969. W8637. Q3256. W2458. R1927. R1821. R1346. SCANT LIGHT  
BRIDBRUCKEN KENZINGEN WAGENAU FOREST W5065 W2253. V9537. W6752.  
R3127. Q3666. Q5865. W1792. R3132. R1548. R1732. R5248. R6657.  
R4247. R3262. ~~R1767~~ R1767. W2535. HAMBURG .

GG NIL

-- SAVILLE --

ET 142527 A  
(AM) AS FOR K WITH PSE  
CC PARA FF SECOND LINE KENEX KENZINGEN W2739. W2253. W1152.  
V9573. V9924. WISSENBURG R1242.  
HERE IS REPEAT OF LINE FOUR OF PARA DE .  
SWITCH HOUSES 1-2. ROAD ~~DEKEX~~ BLOCKS 6. RAIL CUTS 22. ROAD CUTS 1.

AS FOR K WITH R PSE  
VREM K WITH R PSE  
AEM R ..... 142724A HMM AR

6

174 20

6  
10/23/14

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ALW V 11T NR11 OP GP

FROM HQ NINTH AIR FORCE (MAIN) 140543A  
TO (1) USSTAF (MAIN) ATT: D/CPS  
(2) AIR STAFF, SHAEF (MAIN)  
(3) AIR STAFF, SHAEF (STANMORE)  
(4) AIR MINISTRY WAR ROOM, WHITEHALL  
QGX BT



OPSUM NO. 35 NINTH AIR FORCE  
FOR PERIOD SUNSET TO SUNSET  
12/13 FEB 1945

*Had lost limit*

PART I COMMENTS:

| INIT/COCC | TYPE A/C | TARGET                                | TONS      | RESULTS   |
|-----------|----------|---------------------------------------|-----------|-----------|
| 72/61     | B-26     | SCHWELM M/T PARTS (A-703001)          | 122.72    | NRO       |
|           |          |                                       | FR 2.0 GP |           |
| 5         | B-26     | CARRIED WINDOWS ON ABOVE MISSION      |           |           |
| 72/62     | B-26     | SINZIG RR BDGE (F-658172)             | 114.0     | NRO-EXCEL |
| 6         | B-26     | CARRIED WINDOWS ON ABOVE MISSION      |           |           |
| 3         | B-26     | ROAD JUNCTION F-6226 (T.O.O.)         | 6.0       | NRO       |
| 37/33     | B-26     | 1 SERLOHN M/T DEPOT AREA B (A-999037) | 59.25     | NRO       |
|           |          | T.O.O. Q-4292                         | 2.8       | NRO       |
| 32/26     | A-26     |                                       | 38.5      |           |
| 46/38     | A-22     | WITTLICH TOWN (L-3627)                | 54.5      | NRO       |
| 2/2       | B-26     |                                       | 2.0       |           |
| 6         | A-20     | CARRIED WINDOWS ON ABOVE MISSION      |           |           |
| 37/31     | B-26     | NEVWEID /IRLICH RR BDGE (F-794847)    | 68.0      | NRO       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

|             |      |   |                |              |
|-------------|------|---|----------------|--------------|
| 72462       | B-26 | T.O.O. DAWN (L-385775)                            | 6.0            | NRO          |
| 6           | B-26 | EUSKIRCHEN RR BDGE (F-343295)                     | 122.2          | NRO/GOOD     |
| .1          | B-26 | CARRIED WINDOWS ON ABOVE MISSION                  |                |              |
| 25/0        | A/C  | T.O.O. FUSSENICH (F-215345)                       | 1.5            | NRO          |
|             |      | ABORTED MISSION DUE TO FAILURE TO R/V W/FIGHTERS. |                |              |
| 393/345 A/C |      | TOTALS  | 122.72 T.FRAGS | 466.55 T.GP. |

4 A/C LOST (ALL B-26'S) (3 A/C DUE TO FMYFLAK 1 A/C NYR.)  
 SIGHTINGS: U/1 E/A AT P-8413 NO ATTACK 1254HRS.  
 1 ME 163 AT G-2816 NO ATTACK 1200 HRS.

PART II FIGHTER /BOMBERS & FIGHTERS

FIGHTER/BOMBERS

FIGHTERS

A. ARMED RECCE-AIR COOPERATION  
 MISSIONS- ATTACK RR BRIDGES

ESCORT TO MEDIUMS  
 PATROLS.

B. 676 P-47'S  
 82 P-38'S

676  
 15  
 691

15 P47'S  
 33 P38'S

C. 671 P-47'S  
 78 P-38'S

15 P-47'S  
 33 P-38'S

D. 31.5 TONS GP- P-38'S  
 292.25 TONS GP.  
 45.78 FRAGS BY P47S  
 81 ROCKETS  
 30 NAPALMS  
 38 LEAFLETS

101  
 15  
 686

NIL

215  
 290.25  
 311.75

E. NIL

NIL

F. 1-2-3 (AIR)  
 1-2-2 (GRD)

NIL  
 NIL

G. 3 P47'S

NIL

11137

688

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

H. 7 P-47'S

NIL

I. 10 P-47'S

PART III RECONNAISSANCE

| TYX TYPE    | F-5- | F-6    | F-47 | TOTALS  |
|-------------|------|--------|------|---------|
| TAC/RCN     | ---  | ---    | ---  | ---     |
| TAC R & P/R | 5-5  | 64-68  |      | 64-68   |
| ARTY ADJ    |      | 3-3    |      | 6-8     |
| PHOTO /RCN  |      | 22-14  |      | 22-14   |
| WEA.RCN     | 6-1  | 3-7    |      | 17-8    |
|             |      |        | 2-2  | 2-2     |
| TOTALS      | 13-6 | 116-92 | 2-2  | 131-120 |

LOSSES: NIL

L/A SIGHTINGS: 1252 HRS. 1 ME262 BOUNCED 2 A/C  
WHICH EVADED BEFORE E/A CAME IN AX RANGE

ANNEX

| AA FIRST U.S. ARMY   | THIRD U.S. ARMY   | NINTH U.S. ARMY   |
|--|---|---|
| BB 311-308 P47'S<br>31 30 P38'S  | 177-175 P47'S<br>49-48 P-38'S   | 188 P47'S   |
| CC 171.59 TONS<br>12 LEAFLETS  | 104.43 TONS<br>32 MAPALM TANKS<br>21 ROCKETS<br>28 LEAFLETS   | 91.11 TONS<br>60 ROCKETS  |
| DD GUN POS 8-5-15<br>-HWY CUTS 8<br>BUILDINGS 42-2-19<br>RR CARS 92-8-182<br>-RAIL CUTS 34<br>LOCOS 16-1-5 | M/T 158-2-55<br>A/V 5-2-2<br>BUILDINGS 21-2-5<br>HDV 8-2-2<br>GUN POS 9-2-4<br>FUEL DUMP 2-2-1<br>LOCOS 3-2-2 | M/T 11-2-26<br>RR CARS 79-2-183<br>LOCO 1-2-12<br>RAIL CUTS 33<br>RR BDGE 2-2-2<br>HDV 4-2-2<br>GUN 2-2-2 |

9A/L  
R-2

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SWITCH ENG. 1-0-0 RR CARS 33-0-156 A/V 1-0-0  
LOADING PLAT FORM 1-0-0 SWITCH HOUSE 1-0-0 BARGES 0-0-2

EXITEN  
NOV 0-0-2 HWY EDGE 0-0-1 HWY CUTS 4  
ROUND HOUSE 0-0-1 SCHOOL 1-0-0 BUILDINGS 21-0-2  
STEAMBOAT 0-0-1 RAIL CUTS 4  
XXXXXX BARGES 2-0-24

EL IN 1-0-3 (AIR) 1-0-0 (GRD) NIL  
FF 1350 HRS 1 ME 262 AT NO E/A SIGHTED  
M-3092 HEADED N ON DECK NO E/A SIGHTED  
NO COMBAT LT HWY BUT MOD TO  
1650 HRS BOUNCED BY INT IN BATTLE AREA  
12 FW190'S 25 MILES FLAK: AT F-2772 LT  
E OF BONN, 12 PLUS FLAK WITH FEW OR NO  
ME 129'S TOP COVER TRACERS CAUSED LOSS OF  
FOR FW'S, STAYED 2/C.  
UP AS E/A ATTACKED OUR  
A/C CLAIM AS ABOVE.  
FLAK LT- HWY MOD AAC  
BATTLE AREA

GS 6 P 47'S

1 P47

3 P47'S

END OF OPSUM 35  
13 FEB 1945

BT 140543A  
ASL

WAH B K

AEW R.....140643A HMK

AR XXXX

464  
384  
540

G. 3 P47'S



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ADM XM

THIS PAGE IS UNCLASSIFIED

19. 5/1/45

PLS LEAVE THE UNDERLINING OUT OK

ADM XSM V AFA 60/14 C C CONFIDENTIAL  
ADM T ADM AM  
NO. 7 HDB

TO: (FROM) 14000  
TO: (FROM) 14000: USIA (REA.): SHARP AIR MAIL  
RECORDS: AIR MINISTER. BAK. ROOM WHITEHALL: HQ NINTH AF  
NO 2ND TAF: 5TH ARMY  
G. -- IT

1 354 FIRST TACAF (FROM)  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (FROM) OPSUM NO. 44 PERIOD 121800 TO 131800.

FIRST FRENCH AIR CORPS

PART II - FIGHTER AND F/CO. BOMB

WEATHER

A FIGHTER SQUADS, CLOSE COORDINATION, WEATHER SQUADS.

B 152 P-47C, 2 SPITFIRE.

C SAME AS B.

D 31 TONS GP.

E THREE H: NIL

ANNEX

AA 1ST FRENCH ARMY

BB 152-152 P-47S, 2X 20-20 SPITFIRE.

CC 31 TONS GP.

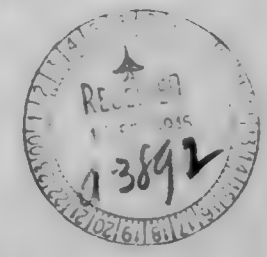
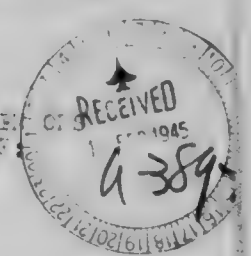
DD LOGOS 1-2, R/R CARS 128-123, M/T 32-4, BLDGS 2-2, NEW 3-2  
RAIL CUTS 18, PLANK DEPOT 1-2.

EE NIL.

FF E/A: NIL. FLAK: LIGHT INTENSE ACCURATE AT B1737, V8847, V965-  
363; HEAVY MODERATE SCANT INACCURATE AT W730875; HEAVY MODERATE  
SCANT AT W520760; LIGHT MODERATE ACCURATE AT B5747.

D/ops  
D/mt  
Stat Cont

Action taken



17422

PLS LEAVE THE UNDERLINING OUT OK

AEM XSM V AFA 68/14 C C CONFIDENTIAL  
AEM T AEM AEM  
NSM T NSM

TO: FIRST TACTICAL AIR FORCE (FROM) 140328  
TO: USSTAF (FROM) 1/4/48: USSTAF (FROM): SHALE AIR HALL  
RECORDS: AIR MINISTER WAR ROOM WHITEHALL: HQ NIMA: AF  
HQ 2ND TAF: 5TH ARMY  
BT

1 554 FIRST TACTICAL AIR FORCE (FROM)  
MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (FROM) CFSU NO. 44 PERIOD 121800 TO 131800.

FIRST TACTICAL AIR FORCE

PART II - FIRST TACTICAL AIR FORCE

A FIGHTER SQUADS, CLOSE COORDINATION, WEATHER RECORDS.

B 152-152 P-47C, 21 SQUADS.

C SAME AS B.

D 31 TONS W.

E THREE L: NIL

-----  
AEM

AA 1ST FRENCH ARMY

B 152-152 P-47C, 22X 20-21 SQUADS.

CC 31 TONS W.

DD LOGOS 1-2, R/R CALLS 123-125, W/T 32-4, BLISS 2-2, HAV 3-2  
MAIL CALLS 12, PLANS 1-1.

EE NIL.

FF L/A: NIL. PLAN: LIMA INTERSE: ACCURATE AT D1737, V8347, V965-  
363: HEAVY MODERATE SCANT INACCURATE AT W702875: HEAVY MODERATE  
SCANT AT W522865: LIGHT MODERATE ACCURATE AT R6740:  
HEAVY INTENSE ACCURATE AT TPOTHEI: HEAVY ACCURATE SCANT AT  
W277310: HEAVY INTENSE ACCURATE AT V9519, W9115, OFFLAPUS:  
HEAVY LIGHT MODERATE ACCURATE AT W24298: SCANT IN LIGHT AT W2152:  
HEAVY SCANT AT RIBSEL: LIGHT ACCURATE AT TIRGLINGER: LIGHT  
MODERATE INTENSE AT V9335.

GG NIL.

--SAVILL--

HT 140328A

CC ACCURATE

AS F OK

CC WA COORD. IN A. WEATHER RECORDS.

CC WA EE NIL.

CC IN LINE 6 OF FF

C WA MODERATE ACCURATE AT W242498: SCANT ETC.

AS FOR K WITH R PSE

ZAEM R.....140327A LMF

B OF

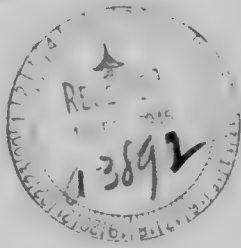
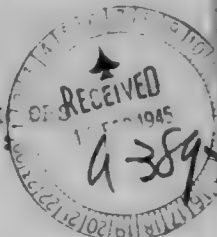
THIS PAGE IS UNCLASSIFIED

6

Direct  
Stat Cont

Action taken

7.10.1948

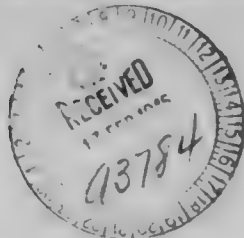


17427

1018/14

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



*D/OPS*  
*17225*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AEW V AFA AAT NR 4 0 0 URGENT

FROM FIRST TACTICAL AIR FORCE (PROV) 130033A  
TO USSTAF (MAIN) ATT, D/OPS, SHAEF AIR (MAIN) OPS RECORDS,  
SHAEF AIR (STANMORE OPS RECORDS, AIR MINISTRY WAR ROOM  
WHITEHALL.

CONFIDENTIAL BT MULTIPLE

NR D783 FIRST TAC AF (PROV)

FIRST TACTICAL AIR FORCE (PROV) OPSUM NO30 PERIOD 281800 TO  
04189P

AA US SEVENTH ARMY G FIRST FRENCH ARMY

BB ONE THREE FOUR TWO SLASH ONE THREE FOUR TWO

CC EIGHT TO TWO ONE POINT ONE NINE TONS PLUS ONE HEIGHT THREE  
POCKETS FIRED

DD RR CARS FOUR FIVE EIGHT DASH ZERO DASH SEVE N FIVE EIGHT M SLASH  
T ONE FIVE ONE DASH ZERO DASH ONE SIX EIGHT CMA M SLASH Y ZERO  
DASH ZERO DASH TWO ONE CMA RR BRIDGES SIX DASH ONE DASH NINE  
CMA RR CUTS ONE THREE ONE CMA ROAD BLOCKS ONE THREE CMA VILLAGES ONE  
DASH ZERO DASH ZERO CMA GUN POSITIONS SEVEN DASH ZERO DASH TWO ONE  
CMA BUILDINGS FOUR ZERO XX SEVEN DASH ZERO DASH FIVE EIGHT CMA  
HDV FIVE DASH ZERO DASH EIGHT CMA AFV ONE DASH// DASH ZERO DASH THREE  
CMA TANKS ONE DASH ZERO DASH THREE CMA FACTORIES ONE DASH  
ZERO DASH ZERO CMA LOCOS TWO EIGHT DASH ZERO DASH NINE  
ZERO CMA STAFF CARS TWO DASH ZERO DASH ZERO CMA OIL TANKS TWO  
DASH ZERO DASH ZERO CMA BARGES TWO DASH FIVE CMA BARRACKS  
SIX DASH ZERO DASH ONE FIVE CMA RR TUNNELS ZERO DASH ZERO  
DASH TWO CMA ROAD CUTS THREE CMA MOTOR VANS TWO DASH ZERO  
DASH TWO CMA TRAILERS ZERO DASH ZERO DASH ONE CMA GAS TANKS  
ZERO DASH ZERO DASH TWO CMA ROAD BRIDGES ZERO DASH ZERO DASH  
ONE CMA COAL LOADERS ONE DASH ZERO DASH ZERO CMA PERSONNEL  
FIVE STOP

(1)

EE SIX DASH ONE DASH ZERO CMA INA IN STOP

FF ABOUT THREE ZERO MIKE EASY ONE ZERO NINE CMA TWO FIVE OF WHICH

IDENTIFIED AS GS AND FIVE AS ES AND TWO MIKE EASY TWO SIX TWO  
FOLLOWED SQUADRON FROM THREE ZERO MILES EAST OF OFFENBURG TO  
OFFENBURG WHERE PETER DASH FOUR SEVEN ENGAGED PD CLAIMS CLN FIVE DASH  
XXX FIVE DASH ZERO DASH ZERO PD TWO ZERO MIKE EASY ONE ZERO NINE  
ENCOUNTERED OVER WALDKIRCH PD CLAIMS CLN ONE DASH ONE DASH  
ZERO PD FLAK CLN MODERATE HEAVY DASH NEUTRITY CMA BOMB

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CMA ROGER THREE ZERO NINE SIX CMA KARLSRUHE CMA LAUTENBURG  
CMA RATTWEIL CMA FREIBURG CMA WILLIAM FIVE SIX TWO FIVE CMA  
ROGER FIVE FIVE FOUR FIVE CMA ROGER FOUR ONE EIGHT  
EIGHT CMA ROGER THREE FIVE TWO EIGHT CMA BAKER TWO NINE  
EIGHT EIGHT CMA SELTZ CMA ROGER TWO NINE THREE SIX CMA ROGER  
TWO TWO TWO TWO CMA ROGER ONE NINE ONE FIVE CMA GEMERSHEIM CMA  
SCHIFFERSTADT CMA OFFENBURG CMA VICTOR NINE ZERO ZERO NINE  
CMA VICTOR IN// NINE FIVE ONE SIX CMA VICTOR EIGHT SEVEN

ONE TWO CMA BAKER THREE ZERO EIGHT EIGHT CMA ROGER TWO ZERO  
ONE FOUR CMA QUEEN SEVEN THREE SEVEN TWO PD HEAVY SCANT  
INACCURATE DASH BREISACH CMA STAUFEN CMA VICTOR NINE FOUR TWO  
ONE CMA VICTOR EIGHT SIX ZERO EIGHT CMA VICTOR NINE ONE NINE  
PD SCANT HEAVY DASH WORMS CMA DILLINGEN CMA OFFENBURG CMA  
XRAY FOUR SEVEN SIX SEVEN CMA ROGER FIVE S// ZERO FOUR ZERO  
CMA ROGER SIX FOUR FOUR SEVEN CMA ROGER THREE ZERO TWO  
ZERO CMA ROGER TWO ZERO TWO SIX CAM // CMA MIENZ CMA

MANHHEIM CMA SPEYER CMA ROGER FOUR TWO THREE NE NINE CMA  
ROGER THREE TWO NINE SIX CMA MIKE FOUR NINE SIX ZERO CMA KARLSRUHE  
CMA PFORZHEIM CMA WILLIAM ONE VIK FIVE EIGHT FIVE CMA  
BISHWEILER CMA VICTOR EIGHT FIVE ONE TWO CMA WILLIAM  
ZERO CMA ROGER ONE EIGHT TWO TWO CMA VICTOR NINE FOUR TWO  
NINE CMA ROGER THREE FOUR TWO NINE CMA ROGER THREE FOUR TWO THREE  
CMA ROGER TWO FIVE FOUR NINE CMA VICTOR X NINE ZERO ONE ZERO  
PD INTENSE HEAVY DASH ROGER ONE SEVEN FOUR EIGHT CMA ROGER FOUR FOUR  
FOUR FOUR CMA ROGER FIVE FIVE SEVEN TWO CMA LUDWIGSHAVEN CMA  
BREISACH CMA FREIBURG CMA RASTATT CMA WILLIAM ZERO ZERO TWO  
ZERO CMA VICTOR NINE FIVE THREE FIVE PD INTENSE LIGHT DASH  
ROGER TWO NINE THREE SIX CMA WOODS NORTH EAST OF N// MULHOUSE  
UNXOFFENBURG CMA ROGER TWO FIVE TWO EIGHT CMA ROGER FIVE CMA  
SEVEN SEVEN TWO CMA LAUTERBERG CMA GEMERSHEIM CMA SCHIFFERSTADT  
CMA FREIBURG CMA VICTOR EIGHT FIVE ONE TWO CMA WILLIAM ZERO TWO  
FIVE ONE CMA WILLIAM ZERO ZERO TWO ZERO CMA WILLIAM ZERO FOUR  
THREE TWO CMA VICTOR NINE ZERO ZERO NINE CMA VICTOR NINE  
NINE FOUR ONE CMA VICTOR NINE NINE THREE NINE CMA WILLIAM  
ZERO THEE // THREE SIX ONE WILLIAM FIVE THREE EIGHT SIX CMA  
VICTOR NINE ONE ONE THREE CMA ROGER THREE FIVE TWO EIGHT  
CMA ROGER TWO ZERO ONE FOUR CMA QUEEN SEVEN THREE SEVEN TWO  
CMA QUEEN NINE NINE NINE EIGHT CMA VICTOR NINE ZERO ONE ZERO  
CMA VICTOR NINE FIVE THREE NINE CMA MIKE FOUR FIVE ONE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

EIGHT CMA MIKE FOUR SIX ZERO CMA QUEEN TWO NINE EIGHT ZERO CMA  
ROGER FIVE THREE SIX SIX PD MODERATE LIGHT DASH WILLIAM ZERO  
ZI// SIX NINE SEVEN CMA WILLIAM TWO EIGHT EIGHT EIGHT CMA  
SELTZ CMA RASTATT CMA TUTTLINGEN CMA WILLIAM TWO ZERO  
NINE NINE CMA VICTOR NINE SEVEN TWO FIVE CMA WILLIAM TWO  
SIX FOUR THREE CMA WILLIAM ZERO FIVE EIGHT FIVE CMA ROGER  
THREE THREE CMA OFFENBURG CMA WILLIAM ONE FOUR EIGHT FIVE CMA  
~~WILLIAM ONE~~

THREE THREE SIX NINE CMA WILLIAM ZERO TWO FIVE FOUR CMA ROGER  
ONE VIE THREE THREE CMA OFFENBURG CMA WILLIAM ONE FOUR EIGHT  
FIVE CMA ROGER THREE EIGHT SEVEN ONE CMA ROGER FOUR  
EIGHT SEVEN EIGHT PD SCANT LIGHT DASH OFFENBURG CMA SUGAR  
ZERO THREE FOUR ONE CMA WILLIAM EIGHT EIGHT ONE SIX CMA  
WILLIAM ONE SEVEN TWO FOUR CMA WILLIAM FIVE TO // TWO  
EIGHT SIX CMA WILLIAM THREE NINE FOUR EIGHT CMA WILLIAM  
ZERO TWO FIVE ZERO CMA WILLIAM ZERO SEVEN SEVEN ONE CMA  
WILLIAM ZERO TWO FIVE FIVE CMA WILLIAM ZERO ONE FIVE ONE  
CMA WILLIAM TWO FIVE TWO FOUR CMA ROGER FOUR TWO NINE THREE  
CMA ROGER ZERO EIGHT TWO ONE CMA ROGER EIGHT THREE ZERO  
ZERO CMA ROGER FOUR ZERO EIGHT SIX CMA RATTWEIL CMA WORMS  
CMA RASTATT CMA VILLENGEN CMA ROGER FOUR ZERO FIVE ZERO CMA  
ROGER SIX SIX FOUR SEVEN CMA VICTOR EIGHT ZERO SEVEN SEVEN  
CMA ROGER ZERO NINE TWO ONE CMA ROGER FIVE FOUR FOUR FIVE CMA

WILLIAM TWO <sup>FIVE</sup> TWO FOUR CMA QUEEN NINE ZERO TWO NINE CMA  
DARMSTADT PD LIGHT CMA INACCURATE INTENSE DASH MULHEIM PD  
GG LOSSES CLN FIVE PETER DASH FOUR SEVENS PD

SAVILLE

BT 130035A

AS TED

JEJE SVB E WAT RR " 1304027 CC.

1015  
FBI - 05 04 22

YAH AEW XSM V AFA AA NR81 OP

STAND BY FOR B/CAST  
YAH AEW XSM V AFA AAT NR 81 0 - 0  
YAH T - AMY  
XSM T - XSM  
AEW T AEW - AEWX AWV

FROM HQ FIRST TACTICAL AIR FORCE (PROV) 121915A  
TO USSTAF (MAIN) ATT. D/OPS, (AEW) USSTAF (REAR) (AWV) SHAEF  
AIR (MAIN) (JEJE) OPS RECORDS, AIR MINISTRY WAR ROOM  
WHITEHALL (AMY) HQ NINTH AIR FORCE (ITT) HQ 2ND TAF (XSM)  
GR ET

DS4 FIRST TAC AF (PROV).

MULTIPLE ADDRESS FIRST TACTICAL AOR FORCE (PROV)  
CONFIDENTIAL XPOPSUM NO. 43  
PERIOD NO 111800 TO 121800

42ND BOMB WING AND VII TAC  
PART I MEDIUM BOMBERS  
NO OPERATIONS DUE WEATHER.  
PART II FIGHTERS AND FIGHTER BOMBERS  
NO OPERATIONS DUE WEATHER.  
ANNEX TAC  
1/0 A/C WEATHER MISSION. FENCH  
SAVILLE.

BT 121915A  
AS  
C AEW T AEW - AWV  
CC LINE 2 FIRST TACTICAL AIR FORCE (PROV)  
CC LINE 4 WA PERIOD 111800  
NOT PERIOD NO 111800  
LINE 10 TO READ ANNEX FENCH TAC  
JWW TOD 2104  
AS FOR KK WITH R  
IS IT ANNEX FENCH?  
AEW/KK WITH R PSE  
IMI YR CC RE 10TH LINE PLS  
10TH LINE TO READ ANNEX FENCH TAC  
IN ERT KK JUST INSERT T FENCH  
OK  
AEW R 122106A FHP KK



1090/12

10403 21 11

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

21953

THIS PAGE IS UNCLASSIFIED

3/4.55

Station Dept

FROM: FIRST TACTICAL AIRBORNE DIVISION (FACD) 1202330  
TO: HQ USAF (AFMATT) 1202330  
SUBJECT: (AFMATT) 1202330  
PRIORITY: 1202330  
CIT: AFMATT

722 MI ST TROAF ( TROV )  
FIRST TACTICAL AIR FORCE ( TROV )  
OF US NO. 42  
PERIOD 111800 TO 111900  
NO OPERATION DUE TO WEATHER.  
F-11- FIGHTER AND F.

2. LIVE FOLKING  
ARMED RECON  
IN COMBAT  
IN THE FIELD

1ST FRENCH AC  
NIL

XXXXXX

B. 164 P-47

2 TEUFELIG-TER

132

C. 163 F-47

2 FIGHTER

331

D. 98.75 GF, 1.6 WF, 55 ROCKERS

III

7. TO CORP: NIL

iii

XXXXXXXXXX 1388

PART III - RECCE

TAC/22 7-51

11 T-51S

WEATHER PAGE 2-0 7-47S

CLAIMS : NIL . LO - 51 : 1 F-51, MIA.

XIII

A13-57

AA US7 TR ME Y

1ST FRENCH ARMY

151/151 T-47

NII

CC. 88.35 GP, 55 ROCKETS.

NIL



OK HAWAII

Station Dfint

3/9/58

JEUS V JEJE 1000 1000 /12 0  
QVRI T QVRI QVRI

FROM FIRST TACTICAL AIR FORCE (PROV) 122230A  
TO USSTAF (MAIN ATT L/AT T TAF (HEAD)  
HAWAII (MAIN) ON RECORDS ALL TAY WAR 1000  
WHEELS HQ HAWAII AF HQ AF TAF 6 TH ARMY  
BT

BT22 1ST TACAF (PROV)  
MULTIPLE ADDRESS FIRST TACTICAL AIR FORCE (PROV)  
CO INITIAL OP NO.42  
PERIOD 121000 TO 111000  
PART 1- FOLDERS  
NO OPERATION DUE TO WEATHER.  
PART 11- FIGHTER AND F.

1ST TACAF AC  
NIL

A. DIVE BOMBING  
ARMED WECC  
AL COUNCIL  
LIVE 1000

XXXXXX

B. 164 F-47  
2 TRAUFIGHTER

NIL

C. 163 F-47  
2 TRAUFIGHTER

NIL

D. 90.75 ST, 1.6 M, 55 ROCKETS

NIL

E. 100.00 ST: NIL

NIL

XXXXXXXXXX

PART III - RECORD

NOV 22 10-51

RECORD NO. 2-0 1-470

1/1 11 10-51

CLASS: 10-51 : 1 10-51, NIL.

NIL

AL 107 T TAY

1ST TACAF ARMY

BT. 151/151 F-47

NIL

CC. 90.35 ST, 55 ROCKETS.

NIL

DD. F/D CARD 15XXXXX 125-234, LOCOS 7-34, DLXXXXX FLDGS 13-10,  
R/T 26-6, BARACK 6-9 R/D CUTS 9, LAY 2-4, RAGERS 1-1, SUB  
POSITIO 6-4, COAL LOADERS 1-2, OIL TANK 1-2.

EE. NIL

NIL

FF. F/A: NIL. FLAK: MODERATE HEAVY WEUSTADT XXXXX.  
NEW TACT, SAARBRUCKEN, WORN, R3296. CANT HEAVY WARMWEIN,  
TIER, R4293, R3296, M4960. INTERSE LIGHT R4510, M4960,  
R2930, R5366. MODERATE LIGHT SPEYER, WEILBROCK,  
R5385, R3871, R4878. CANT LIGHT R4293, R0221.

GG. NIL

NIL

----- AVILLE -----

BT 120230A

CU EE. DELETE THE B IN CENTER OF

PAGE

NR 0000 X

SUJEJE  
JEUS R.....120659A

KMF

17049  
10/1/12

FEB 17 1958

THIS PAGE IS UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SORI IV ANNEY  
AND PART OF THAT IS GARBLED ALSO

AEW V AFA AATNA 1 0 0  
AEW T AWW

FROM 1ST TACAF (PROV) 110045A  
TO USSTAF K. (MAIN) ATT D/OPS  
SHAET AIR (MAIN) OPS RECORDS  
SHAET AIR STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
HQ NINTH AF  
HQ 2ND TAF  
6TH ARMY  
USSTAF  
CONFIDENTIAL BT

D-662 FIRST TAC AF (PROV) MULTIPLE ADDRESS CONFIDENTIAL  
FIRST TACTICAL AIR FORCE (PROV)  
OPCUM NO 41  
PERIOD 091800 TO 101800  
PART I  
BOMBERS  
-----

NO OPERATIONS DUE BASE ROUTE AND TARGET WEATHER

PART II  
-----

FIGHTER AND FIGHTER BOMBERS  
-----

XII TACTICAL A.C.

A DIVEBOMB  
CLOSE COOPERATION  
ARMED RECCE  
WEATHER RECCE  
NIGHT FIGHTERS

B 38 P-47  
11 P-47  
56 P-47  
2 P-47  
4 BEAUFIGHTERS

C36 P-47  
11 P-47  
56 P-47  
2 P-47  
4 BEAUFIGHTERS

D78.5 TONS G.P.  
1.2 TONS H.P.

1 ST FRENCH AIR CORP

AIR COVER  
DIVE BOMB  
WEATHER RECCE

16 SPITS  
11 P-47  
3 12 P-47

15 SPITS  
11 P-47  
3 12 P-47

Action Copy to

D/INT. STAT. C.

16876

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

17 ROCKETS

E THROUGH H NIL

NIL

PART III

TAC/R

NO OPERATIONS DUE WZATHER AND FIELD MAINTENANCE  
XXXX MAINTENANCE

IV ANNEY

AS  
CC IN ADDTO TO USSTAF (MAIN) ATT D/OPS  
IN FIGHTER AND FIGHTER BOMBERS

PARA B WA 86 P-47

K WITH R PCE

REST OF CIG IS CELED TOO PLS K

3 P-47 NOT 12 P-47 AS SZNT

OK

IV ANNEY

AA US SEVENTH ARMY

FRENCH ARMY

BB 4 BEAUFIGHTERS

15 SPITS

150 P-47

CC 76 TONS G.P. 1.3-TONS W.P.

17 ROCKETS

DD RR CARC 92-8-33

NIL

BLDGS 21-8-1

M/Y 8-8-2

LOCOS 4-8-4

GUNS 4-8-8

M/T 1-8-3

RR CUTS 3

EE NIL

NIL

FF INTENSE HEAVY THUNDERSTORM METEORIT

17 ROCKETS

E THROUGH H NIL

NIL

16876

PART III

TAC/R

NO OPERATIONS DUE WZATHER AND FIELD MAINTENANCE  
XXXX MAINTENANCE

IV ANNEY

AS

CC IN ADDTO TO USSTAF (MAIN) ATT D/OPS  
IN FIGHTER AND FIGHTER BOMBERS

PARA B WA 86 P-47

3 P-47 NOT 12 P-47 AS SZNT

K WITH R PCE

REST OF SIG IS GELED TOO PLS K

DX

IV ANNEY

AA US SEVENTH ARMY

FRENCH ARMY

BB 4 BEAUFIGHTERS

15 SPITC

150 P-47

CC 76 TONS G.P. 1.3 TONS W.P.

17 ROCKETS

DD RR CARC 92-0-55

NIL

ELDGS 21-0-1

M/Y 0-0-2

LOCOS 4-0-4

GUNS 4-0-0

M/T 1-0-3

RR CUTS 5

EE NIL

NIL

FF INTENSE HEAVY ZWIEBRUCKEN NEUSTADT NIL

XXXX MODERATE HEAVY

MODERATE HEAVY : W-0934

SCANT HEAVY : FREIBURG

INTENSE LIGHT ZWIEBRUCKEN Q-7264, W-0934

R-0494 Q-9060 R-4165 R-3670 R-4670

MODERATE LIGHT : BITCHE Q-9869 V-9421

GG  
CC NIL

NIL

----- SAVILLE -----

BT 110043A  
AS F C

K WITH R PCE

YOUR INITIALS PLS

EGH B OP KKK

AEW R.....110323A RM KKK

1017/11

FEB 17 06 3 25 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

PHO

IN US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

PRIORITY SECRET

In reply cite: I 568

10 Feb. 1945

From: 1ST TAC PROV 091625A

Internal address:

To : AMN 092222A

To: CG Army Air Forces

Washington, DC

Chief Statistical Control

Div. (USSTAF pls pass)

From: 1ST TAC AIR FORCE PROV

Sgt: Saville

Here are statistics on aircraft dispatched aircraft attacking and tons of bombs dropped by the First Tactical Air Force PROV during January 1945.

P 47 dispatched 4579, attacking 4302, tons on targets 2102.1, total tons expended 2228.8. B 26 dispatched 510, attacking 245, tons on target 454.7, total tons expended 478.5. P 6 reconnaissance dispatched 406, attacking 389. P 5 reconnaissance dispatched 72, attacking 68. Beaufighter dispatched 36, attacking 22.

Shipping claims nil. Following are statistics on bombs expended by bomb type and type of aircraft. 1000 general purpose, P 47 expended 744, B 26 expended 208, total expended 952. 500 general purpose, P 47 expended 6823, B 26 expended 1124, total expended 7947. 100 white phosphorous, P 47 expended 882, B 26 expended 224, total expended 1106. 250 frag, P 47 expended 562, total expended 562. 100 general purpose, B 26 expended 840, total expended 840. 750 fire bomb, P 47 expended 8, total expended 8. 250 general purpose, B 26 expended 322, total expended 322. 20 frag, P 47 expended 394, total expended 394. 500 incendiary, P 47 expended 10 light, total expended 108.

USSTAF MAIN DISTRIBUTION:

Action: Stat. Cont. (2)

Info : AG Records  
D/ops. (5)  
D/OG Ops.  
D/Intcl. (4)

USSTAF MAIN-IN 16642

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

319.50

AEW V AFA AAT 5/10 P

*Blank*

*(11/01)  
D/mt  
Start Count*

AEW V AFA AAT T

AEW V AFA AAT 5/10 O O  
AEW T AWW AEW

FROM FIRST TACTICAL AIR FORCE (PROV) 180450A  
TO USSTAF (MAIN) ATT. D/OPS, SHAEF AIR (MAIN) OPS RECORDS, SHAEF  
AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL,  
HQ NINTH AF, HQ 2ND TAF, SIXTH ARMY, USSTAF  
CONFIDENTIAL BT

D587 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO.40  
PERIOD 081800 TO 091800

01

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PART I BOMBERS

FIRST FRENCH AIR CORPS

NIL

~~XXXXXXXXXXXX~~

PART II FIGHTERS AND NIGHTER BOMBERS

A FIGHTER SWEEP CMA D/B CMA WEATHER RECCE CMA CLOSE COOPERATION CMA BOMBING

B 14 SPITFIRES CMA UXXXXX CMA 77 P-47S

C 13 SPITFIRES CMA 76 P-47S

D 16 TONS G.P. BY P-47S CMA 6 TONS DRAGS BY P-47S

E NIL

F NIL

G NIL

H NIL

ANNEX

AA SEVENTH U.S. ARMY

FIRST FRENCH ARMY

BB 14/13 SPITFIRES CMA 66/65 P-47S

CC 22 TONS

DD CLAIMS: STATION 0-0-1 CMA ELDGS 41-2-0 CMA RAIL CUTS 3  
CMA ROAD CUTS CMA BARGES 1-0-0 PD

EE NIL

FF FLAK: STOFFEN HEAVY LIGHT INACCURATE PD MULHEIM LIGHT ACCURATE  
INTENSE

GG NIL

---SAVILLE---

BT 100450A

AS

CC WA H NIL

ANNEX

KWN K

BB

AEW R

100620A MI AR

1018/10

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T

H  
STAND BY FOR E/CAST

AEW XAH YSM V AFA AAT 6/10 0 0  
AEW T AEW ANW  
YAH T AFS AMY  
YSM T YCM

FROM FIRST TACTICAL AIR FORCE (PROV) 100451A  
TO USSTAF (MAIN) ATT. D/OPS, SHAEF AIR (MAIN) OPS RECORDS, SHAEF AIR  
(STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALLN////  
WHITEHALL, HQ NINTH AF, HQ 2ND TAF, SIXTH ARMY, USSTAF.  
CONFIDENTIAL BT

D589 FIRST TAC AF (PROV)  
NY MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 40  
PERIOD 081800 TO 091300

PART I  
-----

42 BOMB WING AND XII TAC  
-----

32/31 B-26S HOMBURG R/R BRIDGE-W-360573 CMA 61.5  
24/10 B-26S ABORTED AT TARGET (M/Y W-177942, M/Y W-509291) DUE CLOUDS  
4 A/C BOMBED M/Y R-1580, 1 A/C BOMBED ROAD AT W-6536. 10 TONS  
24/21 B-26S ABORTED AT TARGET (M/Y W-177942) DUE CLOUDS. 6 A/C BOMBED  
BARRACKS W-569291 FAIR. 5 A/C ON TOWN W-6040 GOOD, 6 A/C ON R/R  
TRACKS W-4247, N.R.O. 44 TONS  
LOSSES: NIL FLAK: NIL

PART II FIGHTERS AND FIGHTER BOMBERS  
-----

A D/B, WEATHER RECCE, ESCORT, A/R, P/R, CLOSE COOPERATION, TAC/R  
B 232 P-47S, 1 P-47, 57 P-47S, 56 P-47S, 10 P-47S, 58 P-47S,  
36 P-47S.  
C SAME AS B  
D 61.5 G.P. BY B-26S, 193.25 G.P. BY P-47S, 3.5 W.P. BY P-47S,  
11.5 SAP BY P-47S, 83 ROCKETS.

354/2

19/2

10/2

D/OPS  
D/Int Staff Cont

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Z 44 G.P. BY B-26  
F NIL  
G NIL CAT  
H 1 P-47 CATE. 3 BELLY LANDED

166910

ANNEY

AA SEVENTH U.S. ARMY

FIRST FRENCH ARMY

BB 58/58 P-47S

CC 25.5 TONS

DD CLAIMS: LOCOS 8-0-21 CMA R/R CARS 87-0-151 CMA M/T  
52-0-29 CMA BLDGS 131-0-7 CMA HDV 2-0-4 CMA AFV 0-0-2  
CMA MOTOR VANS 2-0-2 CMA M/Y 0-0-9 CMA R/R BRIDGES  
1-0-3 CMA ROAD BRIDGE 0-0-1 CMA TRAILERS 0-0-1 CMA GAS  
TANKS 0-0-2 CMA TUNS 1-0-0 CMA TUNNELS 0-0-1 CMA  
RAIL CUTS 45 CMA ROAD BLOCKS 5 PD

EE FLAK: INTENSE HEAVY R-1748, R-4444, LUDWIGSHAFEN, R-5572. MODERATE  
HEAVY KARLSRUHE, LAUTERBERG, TXXYX ROTTWEIT, FREIBURG, W-5625,  
R-3343, R-4188, R-3528. SCANT HEAVY WORMS, DILLIGEN,  
OFFENBURG X-4767, R-5040, R-6447, R-3020, R-2026 MIENZ,  
MANNHEIM.  
INTENSE LIGHT OFFENBURG R-2528, R-5772, LAUTERNBURG. MODERATE  
LIGHT RASTADT, TUTTINGEN W-2099, FROM R-6411, R-6450,  
V-9725, W-2643, W-0585, R-3369, W-0254, R-1533. SCANT  
LIGHT R-8300, R-4086, ROTTWEIL, WORMS, RASTADT, OFFENBURG,  
VILLENEN R-4050,  
R-6647, Q-8029, V-8077, R-0921, R-5445, W-2524, GAMBERSTEIN,  
DARMSTADT

GG 1 P-47.

--- SAVILLE---

BT 101451A

CC IN PART II FIGHTERS AND FIGHTER BOMBERS  
IN H WA P-47 CAT. NOT CATE  
IN DD CLAIMS 2ND LINE WA HDV 2-0-4  
KWN  
AS FOR K WITH R

IS SIG OK FOR R ? YES  
AEW R....100700A MI AR 1

152/10

152/10

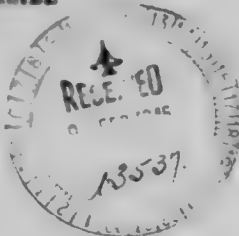


AEW YAH YSM V AFA AT 10 P

AEW YAH YSM V AFA AAT 10 P 20  
AEW T AMW  
YAH T AAN AMY

URGENT

FROM 1 ST TAC AF ( PROV) 090623 A  
TO USSTAF ( MAIN) ATT. D/ OPS  
SHAEF AIR ( MAIN) OPS RECORDS  
SHAEF AIR ( STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
HQ NINTH AIR FORCE  
HQ 2 ND TAF  
SIXTH ARMY  
USSTAF  
CONFIDENTIAL BT



NR D 3 7 FIRST TAC AF ( PROV  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE ( PROV)  
OPSUM NO. 39  
PERIOD 071800 TO 081800

PART I

42ND BOMB WING AND W XII TAC  
//////////

25/24 D-26S RR BRIDGE R-351287. 48 TONS EXCELLENT RESULTS.  
26/24 B-27S PT APPENWEIR RAIL FACILITIES W-172945 -. 36 TONS POOR RES  
29/27 B-26S LAFFINGEN R.R. BRIDGE W-492216 ATTACKED BY 15 A/C FAIR  
RESULTS 9 A/C LAHR BARRACK W-114710 FAIR RESULTS. 51/73  
51.75 TONS.  
27/25 B-26S HORNBERG R.R. BRIDGE W-368573. 46 TONS POOR RESULTS

PART II

FIGHTERS AND FIGHTER BOMBERS

A ARMED RECCES ESCORT MEDIUM BOMBERS  
AIR COOPERATION TAC/R  
DIVE BOMBING  
NIGHT FIGHTERS  
RAILWAYS

THIS PAGE IS UNCLASSIFIED

3/9/55

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

B 427 P-47S 38 P-47S  
187 B-26S 52 P-47S  
3 BEAUFIGHTERS

C 412 P-47S 38 P-47S  
100 B-26S 52 P-47S  
1 BEAUFIGHTER

D 227 TONS G.P. BY P-47 NIL  
39 TONS SAP BY P-47S  
246 TONS G.P. BY B-26S

E NIL NIL

F 5-0-0 AIR NIL  
-FAAAA-  
G 1 P-47 N.Y.R. NIL  
1 B-26 FLAK

H 1 P-47 NIL  
1 B-26

ANNEX

AA SEVENTH U.S. ARMY

FIRST FRENCH ARMY

BB 502 P-47S  
100 B-26S NIL  
1 BEAUFIGHTER

CC 629.98 TONS NIL

DD CLAIMS: LOCOS 6-0-12 HDV 2-0-4 NIL  
M/ T 45-0-50 ROAD BLOCKS 2 AFV  
0-0-1 TANKS 0-0-3 R/R CARS 61-0-  
172 BARRACKS 0-0-1 R/ R TUNNELS  
0-0-1 R/R BRIDGES 2-0-3 M/Y 0-0-3  
STAFF CARS 2-0-0 OIL TANKS 1ST 1-0-2  
E/ A IN AIR 5-0-0 BLDGS  
165-0-36 RAIL CUTS 45 GUN POSITIONS  
2-0-16.

EE 5-0-0 AIR NIL

FF32 PLUS ME 107S NIL  
FLAK: INTENSE HEAVY: BREISACH  
FREIGURG, ROSTATT, V-0020, R-1306,  
V-9535, MEDIUM HEAVY: GRAY GERMERHEIM,  
SCHEFFERSTADT, OFFENBURG, LOHR, FREIBURG  
V-9000, V-9516, V-0712, B-1000, R-2010, 1-0-0-0

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

W-0597, V-3386, V-9920, R-1822, V-9429, R-3423,  
R-2549, V-9910. INTENSE LIGHT: GERMERHEIM SHEFFEISTADT  
FREIGURG, DURGLINGEN, V-8512, W-0251, W-0020, W-0432,  
V-9009, V-9941, V-9939, V-0361, W-5386, V-9113 TO  
FREIBURG, R-1822, B-2088, W-0027, V-9429, V-9724,  
R-2751, R  
ITWI, R-2014, 3Q-7372, -C; 991NYBOPEKN V-9539.  
MODRAESAA LIGHT OFFEN CWIX W-1485, MAAJTIEJNLW-1685, W-0 72.  
SCANT LIG : V8811, V-1724 EDW-5286, W-3948, W-0250, W-0771,  
W-0255, W-0151 V-2524. TAC/R: LUDWIGSHOVEN, MODERATE SPEYER  
SCANT HEAVY FRIEBURG V-9725, KAISERLAUTERN, KARLSRUE, WISSEMBURG.  
LANDAU, V-9915. INTENSE LIGHT Q-9823  
Q-9426, V-918167 TO V-973240 BODEN/ BADEN,  
RASTATT, HOCHENHEIM TO R-7935. MODERATE LIGHT  
JEIL V-9421, V-9421, V-9528, R-2551 KARLSRUE.  
SCANT LIGHT R-3354, LECHTENAU R-7564, R-3454.

GG 1 P-47

NIL

SAVILLE

ET 090625 A

AS F CK.

CC LAST GP SAVILLE

IN 42DN BOXE WING AND XII TAC --- 1ST PARA  
2ND LINE WA 36 TONS POOR RESULTS.

PRIORITY OF MSGE PXXX 00 IMI 0  
NOT P AS SENT

AME LINE AS 1 ST CC BEGINS 26/24 BNYX B-265 NOT B-275 AS SENT  
IN C --- READ S FIRST LINE ---  
C 412 P-47S 38 P-47S --- NOT 38P-49S AS SENT

LAST PARA 2LINES FROM EDN 1ST GP JEIL NOT JEIL AS SENT  
AS F K WITH R PLSE  
R PLSE

DR RE  
RES

51/73

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~2 HAVE A FEW CCNT PLS~~

CANT READ U OG AS TIC  
P  
KCAN U READ ME AEW  
YES I CAN CNA U READ ME NOW ???  
YES READING U OK  
NEED A FEW CCNS PLS

IMI I INSTR FOR US

~~XXXXXXXXXX~~

IN FF IMI FROM FREIBURG R-1822 TO TAC/R: LUDWIGSHOVEN ETC. PLS

~~FREIBURG, DUEBLINGEN, V-8312, V-8251, V-8828, W-4432,  
V-XXXXX SORRI HERE AGN~~

1 THIS

FREIBURG, R-1822, E-2888, W-8827, V-9429, W-9724,  
R-2751, R-3528, R-2814, Q-7372, Q-9998, V-9018, V-9339.  
MODERATE LIGHT OFFENBURG W-1485, W-1583, W-1685, W-2872.  
SCANT LIGHT: V-8816, W-1724, W-5286, W-3948, V-8250, W-8771,  
W-8252, W-8151, W-2524. TAC/R: LUDWIGSHOVEN. MODERATE SPEYER

OK TKC  
AEW R ....891832A DS AR

FEB 22 10 41

1018/09

THIS PAGE IS UNCLASSIFIED

M

URGENT

URGENT

JBJB V JEUS NR 591/89 0 0

FROM 1 ST TAC AF ( PROV) 090625 A  
TO USSTAF ( MAIN) ATT. D/ OPS  
SHAFF AIR ( MAIN) OPS RECORDS  
SHAFF AIR ( STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL  
HQ NINTH AIR FORCE  
HQ 2 ND TAF  
SIXTH ARMY  
USSTAF  
CONFIDENTIAL BT

NR D 5 7 FIRST TAC AF ( PROV

MULTIPLE ADDRESS

CONFIDENTIAL

FIRST TACTICAL AIR FORCE ( PROV)  
OPSUM NO. 39  
PERIOD 071800 TO 081800

PART I

42ND BOMB MWING AND XII TAC

25/24 2-265 RR BRIDGE R-351287. 48 TONS EXCELLENT RESULTS.  
26/24 2-275 BY APPENVEIR RAIL FACILITIES W-172943 -. 34 TONS POOR RESULTS

28/27 2-265 LATTINGEN R.R. BRIDGE W-428216 ATTACKED BY 18 A/B FAIR RESULTS 2 A/C LANK BARRACK W-114710 FAIR RESULTS, 31.75 TONS.

27/27 2-265 HORNBERG R.R. BRIDGE W-368573. 46 TONS POOR RESULTS

PART II

FIGHTERS AND FIGHTER BOMBERS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

A ARMED RECCES      ESCORT MEDIUM BOMBERS  
AIR COOPERATION      TAC/R  
DIVE BOMBING  
NIGHT FIGHTERS  
RAILWAYS

B 427 P-47S      38 P-47S  
107 B-26S      52 P-47S  
3 BEAUFIGHTERS

C 412 P-47S      38 P-47S  
100 B-26S      52 P-47S  
1 BEAUFIGHTER

D 227 TONS G.P. BY P-47      NIL  
39 TONS SAP BY P-47S  
246 TONS G.P. BY B-26S

E NIL      NIL

F 5-8-8 AIR      NIL  
-ZAAAA-

G 1 P-47 N.Y.R.      NIL  
1 B-26 FLAK

H 1 P-47      NIL  
1 B-26

ANNEX

AA SEVENTH U.S. ARMY      FIRST FRENCH ARMY

BB 502 P-47S      NIL  
100 B-26S  
1 BEAUFIGHTER

CC 629.98 TONS      NIL

DD CLAIMS: LOCOS 6-8-12 NDV 2-8-4      NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

0-0-1 TANKS 0-0-3 R/R CARS 61-0-  
172 BARRACKS 0-0-1 R/ R TUNNELS  
0-0-1 R/R BRIDGES 2-0-3 M/Y 0-0-3  
STAFF CARS 2-0-0 OIL TANKS 1X 1-0-0  
E/ A IN AIR 5-0-0 BLDGS  
165-0-36 RAIL CUTS 43 GUN POSITIONS  
2-0-16.

EE 5-0-0 AIR

NIL

FF32 PLUS ME 107S NIL  
FLAK: INTENSE HEAVY: BREISACH  
FREIGURG, ROSTATT, W-0020, R-1306,  
V-9535. MEDIUM HEAVY: GRXX GERMERSHEIM,  
SVHEFFERSTADT, OFFENBURG, LOHR, FREIBURG  
V-9009, V-9516, V-8712, B-3088, R-2014, 1-XXX Q-7372,  
V-9519. SCANT HEAVY: BECHWILLER V-8512, W-0833,  
W-0597, W-5386, V-9920, R-1822, V-9429, R-3423,  
R-2549, V-9010. INTENSE LIGHT: GERMERHEIM SHEFFEISTADT  
FREIGURG, DURGLINGEN, V-8512, WXXXX W-0251, W-0020, W-0432,  
V-9009, V-9941, V-9939, W-0361, W-5386, V-9113 TO  
FREIBURG, R-1822, B-2088, W-0027, V-9429, W-9724,  
R-2751, R-3528, R-2014, Q-7372, Q-9998, V-9010., V-9539.  
MODERATE LIGHT OFFENBURG W-1485, W-1583, W-1685, W-2872.  
SCANT LIGHT : V-8816, W-1724, W-5286, W-3948, W-0250, W-0771,  
W-0255, W-0151, W-2524. TAC/R: LUDWIGSHOVEN, MODERATE SPEYER  
SCANT HEAVY FRIEBURG V-9725, KAISERLAUTERN, KARLSRUE, WISSEMBURG.  
LANDAU, V-9915. INTENSE LIGHT Q-9823  
Q-9426, V-918167 TO V-973240 BODEN/ BADEN,  
RASTATT, HOCHENHEIM TO R-7935. MODERATE LIGHT  
KEIL V-9421, V-9421, V-9528, R-2551 KARLSRUE.  
SCANT LIGHT R-3354, LECHTENAU Q-7564, R-3454.

GG 1 P-47

NIL

SAVILLE

BT 090625A  
(CORRECTED COPY)  
1347A



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

SECRET

In reply cite: X 514

February 9th

From : JETT

Internal Address:

Air Staff SHAEP, USSTAF, info 8th  
Air Force, 9th Air Force Adv  
From 1st Tactical Air Force Prov  
Sgd. Saville

To : JEUS

Para 1. American forces: 18 aircraft of 320 Group attack Steig railbridge W2524 at 1300 hours. Alternate target is Loffingen railbridge, W4921. 27 aircraft of 320 Group attack Hornberg railbridge, W3657 at 1310 hours. Alternate target is Offenburg railbridge, W1484. 24 aircraft of 17 Group attack Rastatt railbridge, B3528 at 1400 hours. 24 aircraft of 17 Group attack Freudenstadt railbridge, W5286 at 1400. French forces: maximum effort of Second French Bomb Wing will attack Appenweiler W/Y, W1794 at 1330 hours. Alternate target is Donaueschingen barracks, W3629.

Para 2. Nil.

Para 3. Normal escort and area cover will be provided by fighters of 64 Wing and First French Air Corps. Reconnaissance intentions for 9 February 1945.

12th Tactical Air Command: Para 1 through para 3 no change.

For night of 8/9 February 1945. 415 Night Fighter Squadron will conduct operations as scheduled for night of 7/8 February 1945. Night Fighter intentions.

## USSTAF DISTRIBUTION:

Action : D/Op (5) ✓

Info : D/CG Ops  
D/Intel (4)  
C/S  
AG Records



USSTAF Main in 16504

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

JEA27

WC11

JEUS V WARZ NR 15/8TH

R R

FROM WAR 080022Z

TO JEUS

GR 97 BT

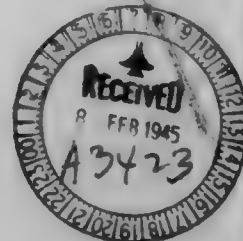
SW

WAR THREE THREE EIGHT EIGHT SEVEN ANNEX ONE TO STATISTICAL SUMMARY OF  
DAILY OPERATIONS OF NINTH AIR FORCE AND FIRST TACTICAL AIR FORCE  
NOW COVER TWO FOUR HOUR PERIOD ENDING ONE EIGHT ZERO ZERO HOURS PER OU  
CABLE SIX JANUARY EIGHT SEVEN SEVEN SIX NINE PAREN TO SPAATZ  
SIGNED ARNOLD PAREN REFERENCE YOUR CABLE FIVE FEBRUARY UNCLE ABLE FIVE  
THREE SEVEN FOUR FOUR REGARDING LENGTHENING OF OPERATIONAL PERIOD WHIC  
IS SUNSET TO SUNSET PD SATISFACTORY TO CHANGE REPORTING TO THIS  
PERIOD TO BE IN PHASE WITH OPERATIONAL PERIOD AND WITH REPORTS TO  
SUPREME HEADQUARTERS ALLIED EXPEDITIONAY FORCEV  
RECD JEUS 080530A J P C

BERNTSEN

2027/08TH

SECRET



6

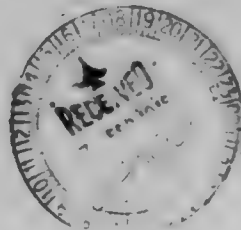
1246/07

JAC 1

TAC 1

TAC 1

TAC 1



URGENT URGENT

JEUS V JETT 25/07 URGENT URGENT  
JEUS T JEUS AWV AFA JEZO  
AFA T AFA AAM AMY XSM  
JEZO T JEZO

FROM 1ST TACTICAL AIR FORCE (PROV) 071020  
TO USSTAF (MAIN) ATTN: D/OPS, SHAEF AIR (MAIN) OPS RECORDS,  
SHAEF AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL  
HQ. NINTH AIR FORCE, HQ 2 TAF SIXTH ARMY, USSTAF.

CONFIDENTIAL BT

013 MULTIPLE ADDRESS  
CORRECTION TO OUR MESSAGE NR D 401 DATED 07005 STOP  
AMERICAN FLAK: MODERATE KHEAVY B-2988 CMA FREIBURG CMA SELTZ CMA  
R-2936 CMA R-2222 CMA R-1915 STOP SCANT HEAVY OFFENBURG CMA  
W-1585 CMA KARLSRUHE CMA SPEYER PFORZHEIM STOP INTENSE LIGHT R-2936  
CMA WOODED AREA NORTH EAST OF MUELHOUSE STOP MODERATE LIGHT W-0697  
CMA W-2888 CMA SELTZ STOP SCANT LIGHT OFFENBURG CMA S-0341 STOP

FRENCH FLAK: HEAVY MODERATE INACCURATE: SCHLINGEN BREISACH V8605,  
V 9110/9119 STOP HEAVY MODERATE ACCURATE AT MULHEIM STOP MEDIUM  
MODERATE INACCURATE BETWEEN NEUENBURG STOP LIGHT INTENSE INACCURATE  
AT FESSENHEIM STOP HEAVY MEDIUM AND LIGHT MODERATE INACCURATE AT  
V-868202, V-870204 STOP MEDIUM INTENSE ACCURATE AT V-890260 STOP  
MEDIUM SCANT ACCURATE AT A-870960 STOP LIGHT INTENSE ACCURATE AT  
GOTTENHEIM STOP HEAVY INTENSE  
ACCURATE AT V-882063 STOP LIGHT INTENSE INACCURATE STOP HEAVY SCANT  
ACCURATE AT V-929178 STOP HEAVY LIGHT INTENSE ACCURATE AT MULHEIM  
AND AT V-899124 STOP END  
BT 071020A

THIS PAGE IS UNCLASSIFIED

16/89 6001/07

Rec'd 07/1251A-NIN

FEB 2 1990

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

KKKKKK

XAH XSM AEW V AFA AAT NR79 00  
XAH T AAH AMY  
XSM T XSM  
AEW - T AD// AEW

FROM AAT 072246A  
TO USSTAF (MAIN) ATTN: D/OPS, SHAEF AIR (MAIN) OPS RECORDS,  
SHAEF AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM

WHITEHALL, HQ NINTH AF, HQ 2ND TAF, SIXTH ARMY, USSTAF.  
CONFIDENTIAL BT

NRD-436/  
NRD-436 FIRST TAC AF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

OPSUM 38  
PERIOD 061800 TO 071800  
PART I BOMBERS  
-----

NO OPERATIONS DUE BASE AND TARGET WEATHER.

PART II  
-----

~~XXXXXXXX~~  
FIGHTERS AND FIGHTER BOMBERS  
-----

NO OPERATIONS DUE WEATHER

PART III  
-----

XII TAC  
-----

TAC/R 2-2 F-6

WEATHER - NIL

CLAIMS: NIL

FIRST FRENCH AIR CORPS  
-----

4-2 P-47

1-1 P-47

LOSSES: NIL.

ANNEY  
-----

AA THROUGH GG NIL.

BT 072246A

AS F CK.

AS FOR K WITH R PSE

AEW K WITH R PSE

AEW R----072338A KIM AR



1106/07

10 2 105 23

AEW XAH XSM V AFA AAT NR 8 0 0  
 AEW T SELF  
 XAH T XAH AMY  
 XSM T SELF

FROM 1ST TACAF (PROV) 070200A  
 TO USSTAF (MAIN) ATT. D/OPS  
 SHAEF AIR (MAIN) OPS RECORDS  
 SHAEF AIR (STANMORE) OPS RECORDS  
 AIR MINISTRY WAR ROOM WHITEHALL  
 HQ NINTH AF  
 HQ 2 TAF  
 SIXTH ARMY  
 CONFIDENTIAL BT



*D/ops*  
*D/Int'l Stat Control*

*16113*

D-401 FIRST TAC AF (PROV) MULTIPLE ADDRESS CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
 OPSUM 37  
 PERIOD 051800 TO 061800

PART I

BOMBERS

NO OPERATIONS DUE TO BASE-TARGET WEATHER.

PART II

FIGHTERS AND FIGHTER BOMBERS

AMERICAN

FRENCH

A AIR COOPERATION  
 DIVE BOMB  
 ARMED RECCE

SWEEPS  
 RAILROADS  
 NIX DIVE BOMB

B 121 P-47S

25 SPITS

83 P-47S

D 0.45 WP  
 28 GP

3 FRAGS  
 32 GP

36 SAP

E NIL

NIL

F NIL

NIL

G NIL

NIL

H. 2 P-47S CAT E LANDING

NIL

PART III

RECCE

AMERICAN

FRENCH

THIS PAGE IS UNCLASSIFIED

*379.55 7/2*

THIS PAGE IS UNCLASSIFIED

TAC/R 11-22 VISUAL RECCE

2-2 WEATHER RECCE, P-475  
TAC/R 2-4

ANNEX

AA SEVENTH US ARMY

FIRST FRENCH ARMY

BB 96 P-475  
22 XXS F-6S

25 SPITS  
85 P-475  
4 F-6S

CC 64.45 TONS

35 TONS

DD RR CARS 41-108, M/T 22-44, LOCOS 2-0, M/G 0-3, RR BDG 0-2  
RR CUTS 19, RD BLOCK 3, VILLAGES 1-0, GUNS 0-1, BLDGS 33-3,  
HGV 1-0, AFV 1-0, XXNS TANKS 1-0, FACTORY 1-0, POWER PLANT  
0-1

EE NIL

NIL

FF NIL

NIL

GG 2 P-475 CAT E

NIL

---SAVILLE---

BT 0700X 070200A  
AS F CK  
CC IN DD M/Y 0-3  
BLOCKS 3,

HB AR K  
AS FOR K WITH R PSE  
AEW K WITH R  
AEW R 070442A FHP B OP

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1015/07

FEB 7 00 4 52 A

C O N F I D E N T I A L

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

COSUM NUMBER 38

Period 061800 to 071800

MISSIONS

| XII TAC | FR TAC | Total |
|---------|--------|-------|
| 1       | 2      | 3     |

CLAIMS

Nil.

SORTIES

| XII TAC | FR TAC | Total |
|---------|--------|-------|
|---------|--------|-------|

LOSSES

Nil.

|         |   |   |   |
|---------|---|---|---|
| Tac/R   | 2 | 2 | 4 |
| Weather | 0 | 1 | 1 |
| Total:  | 2 | 3 | 5 |

TONNAGE: Nil.

42nd BOMB WING: Cancelled due to base, route and target weather.

XII TAC

415 Night Fighter Sq - Night 6/7 Feb: No operations due to weather.

Prov Recce Group - (1 mission, 2 sorties).

2/2 a/c flew 1 visual recce. Nothing to report.

Claims: Nil. Losses: Nil.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

FIRST FRENCH AIR CORPS

3rd Group - (2 missions, 3 sorties).

4/2 P-47's flew 1 visual recce over HAROT FOREST and CHALAMPE.

Observations: 5 M/T going East between CHALAMPE and NEUMBURG around 1400 hrs.

1/1 P-47 flew 1 weather recce.

Claims: Nil Losses: Nil.

Times up : 1345, 1500

TOA : 1400-1415.

Times down: 1430, 1620.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCE: No operations.G.A.F. ACTIVITY

There were no sightings of enemy aircraft. Ground sources report a possible weather recce in SAVERNE-BISCHWEILER area between 1715-1745 hours.

C O N F I D E N T I A L

THIS PAGE IS UNCLASSIFIED

51983-  
(Airbase Summary)

CONFIDENTIALSTATUS OF COMMUNICATIONSMOSELLE-RHINE TRIANGLE

Observation of movements or concentrations of the enemy in this area were nil due to weather. Contact has been lost with the 10th SS Panzer Division and it is presumed to have moved into the area east of the Rhine. Of the remaining armored units previously identified, only one division remains in the front lines and is located between Bitch and Sarreguemines.

RHINE VALLEY KARLSRUHE TO BASE

Evacuation of units in the Colmar pocket has proceeded rapidly with only remnants of the units formerly engaged now in contact.

INTELLIGENCE REQUIREMENTS

1. Observation of concentrations of enemy troops and equipment in the Karlsruhe, Mannheim, Heilbronn, Stuttgart area.
2. Information relative to military movements in the eastern portion of the Moselle Rhine triangle with particular reference to congestion of troops at entraining points.
3. Observation of enemy movements in the Heusenburg, Freiburg, Offenburg area with particular reference to the character and direction of movement.

2 TAF

Night 5/7 and day 7 Feb:  
No operations.

RAF Bomber Command

Night 6/7 Feb:  
No operations.

Day 7 Feb.  
100/74 WARE-HUCKLE synthetic oil plant, 331 tons HB, bombed on TSF, F.R.O.  
Claims: Nil. Losses: 1 A/C (cause unknown).

8th AF

Day 7 Feb - (19/1).  
813/0 Bombers  
373/0 Fighter escort  
All recalled due to weather en route.

9th AF

Night 6/7 Feb:  
No operations.

Day 7 Feb - (19/16).  
9th Bomb Div.  
19/16 LIPP (F-1866) M/Y, 30.5 tons, F.R.O.  
Claims: Nil. Losses: Nil.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

THIS PAGE IS UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

ERE ACN

JEUS V JEJE NR 1178 -0- -0-

QVR 1

FROM

TO

FIRST TACTICAL AIR FORCE (PROV) 060206A  
USSTAF (MAIN) ATT. D/OPS, SHAEF AIR (MAIN) OPS RECORDS,  
SHAEF AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR  
ROOM WHITEHALL. HQ NINTH AIR FORCE, HQ 2 ND TAF,  
SIXTH ARMY

MULTIPLE ADDRESS

CONFIDENTIAL BT

D354 FIRST TAC AF (PROVLXXX (PROV)

MULTIPLE ADDRESS FIRST TACTICAL AIR FORCE (PROV)

CONFIDENTIAL

OPSUM NO. 36  
PERIOD 041800 TO 051800

PART 1 BOMBERS  
NO OPERATIONS DUE WEATHER.  
PART 11 FIGHTERS AND FIGHTER BOMBERS  
A THROUGH H NIL.

PART 111 RECCE

NIL  
ANNEX

AA TRXXXX THROUGHT CG NIL.  
SAVILLE

BT 060206 A

RJT AR K

JEUS R .....0348A DAG HAVE ONE FOR YOU FEB 8 00 9 51 M

1010/6

15943

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 37

Period 051400 to 061800

319.553-  
(Airbase Summary)

T  
H  
I  
S  
P  
A  
C  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## MISSIONS

| XII TAC | FR TAC | Total |
|---------|--------|-------|
| 21      | 17     | 38    |

## SORTIES

|        | XII TAC | FR TAC | Total |
|--------|---------|--------|-------|
| Ftrs   |         | 25     | 25    |
| F/B    | 96      | 85     | 181   |
| Tac/R  | 22      | 4      | 26    |
| Total: | 118     | 114    | 232   |

| TONNAGE: | GP | WP  | SAP | Frag | Total |
|----------|----|-----|-----|------|-------|
|          | 60 | .45 | 36  | 3    | 99.45 |

## LOSSES

|         | Lost | Damaged | Missing |
|---------|------|---------|---------|
| XII TAC | 2    | 3       | 0       |
| FR TAC  | 0    | 0       | 0       |

XII TAC: 2 P-47's Cat 3 belly landed, pilot's OK.  
1 P-47 Cat 2 belly landed.  
1 P-47 Cat 2 landing accident.  
1 P-47 Cat 1 flak - ail pi-  
lot's safe.

FR TAC: Nil.

## CLAIMS

|              | XII TAC | FR TAC  | Total    |
|--------------|---------|---------|----------|
| R/R cars     | 17-0-98 | 24-0-10 | 41-0-108 |
| M/T          | 21-0-24 | 1-0-20  | 22-0-44  |
| M/Y *        | 0-0-3   |         | 0-0-3    |
| R/R bridge * | 0-0-2   |         | 0-0-2    |
| R/R cuts *   | 17      | 2       | 19       |
| Road block * | 1       | 2       | 3        |
| Village *    |         | 1-0-0   | 1-0-0    |
| Guns         | 0-0-1   |         | 0-0-1    |
| Bldgs        | 16-0-3  | 17-0-0  | 33-0-3   |
| HDV          | 1-0-0   |         | 1-0-0    |
| AFV          | 1-0-0   |         | 1-0-0    |
| Tanks        | 1-0-0   |         | 1-0-0    |
| Factory *    |         | 1-0-0   | 1-0-0    |
| Power Plant  | 0-0-1   |         | 0-0-1    |
| Locos        | 2-0-20  |         | 2-0-20   |

LOCATIONS: \*R/R bridges at W369575 and RASTATT. \*M/Y's at RASTATT, OFFENBURG and BREISACH. \*R/L cuts - 1 each at W1585, V994391 and V9317; 2 at R351388; 6 at B296880 east and west of bridge; 3 between W225702 and W253648. \*Road Blocks - 1 each at W145855, V860204 and V882063. \*Factory at V882063. \*Village destroyed - SCHWINGEN.

42nd BOMB WING: Cancelled due to route and base weather all day, and base weather late in the day.

## XII TAC

415 Night Fighter Sq - Night 5/6 Feb: No operations due to weather.

## CONFIDENTIAL

358th Group - (3 missions, 36 sorties).

12/12 P-47's D/B railroad bridge at B296580 - 9 near misses, 6 rail cuts. Strafed train at B3088.

12/12 P-47's D/B secondary target, rail bridge at RASTATT-B3528 - 2 near misses, bridge damaged, 1 rail cut at each approach. 4 hits in small M/Y near bridge - M/Y damaged

12/12 P-47's D/B rail bridge-W149849; A/R STUTTGART, NEUSTADT; 24 x 500 in primary target area; strafed OFFENBURG M/Y and rail traffic-W1694-R2304.

Claims: Locom 1-12, R/R cars 0-56, M/T 1-0, Tanks 1-0, Bldgs 1-0, Power Plant 0-1, R/R bridge 0-1, M/Y 0-2, P/R cuts 9, Road block 1.

Losses: 1 P-47 Cat 2 belly landing and 1 P-47 Cat 1 flak.

Times up : 0730, 0805, 0735.

TOT : 0830, 0855, 0820.

Times down: 0940, 1040, 0950.

50th Group - (1 mission, 14 sorties).

14/14 P-47's D/B OFFENBURG - objective was R/R cuts. Also hit town of BREISACH with 20 x 500 GP.

Claims: R/R cars 0-12, M/T 5-0, HDV 1-0, Bldgs 2-0, M/Y 0-1, AFV 1-0.

Losses: Nil

Time up 0816, TOT 0840, time down 1007.

371st Group - (3 missions, 36 sorties).

36/36 P-47's flow air cooperation sorties, hit targets of opportunity, and road and rail traffic in areas around W225702, W369575, R2734 and R290358.

Claims: Loco 1-8, R/R cars 17-30, M/T 15-24, Bldgs 1-0, R/R bridge 0-1, R/R cuts 8.

Losses: 2 P-47's Cat 3, belly landings.

Times up : 0845, 0810, 0830.

TOT : 0920, 0845, 0930.

Times down: 1045, 1050, 1045.

324th Group - (3 missions, 10 sorties).

22/0 P-47's aborted due to weather.

10/10 P-47's on air cooperation could not contact Baggago and went to town of ALSEHEIM-W050850 - carried 20 x 500 GP and 9 x 100 WP, all on town but 2 x 500 jettisoned safe at V1596 at 1015 hours.

Claims: Bldgs 12-3.

Damaged: 1 P-47 Cat 2, landing, pilot safe.

Time up 0920, TOT 1000, time down 1045.

Prov Rocco Group - (11 missions, 22 sorties).

All visual roccos.

Observations: 8 barges at V8616, 6 barges at W0597, Supply Dump at W2199, 4 locos stationary facing E-W at W241661, OFFENBURG M/Y 1/2 to 3/4 full, wooden bridge at W239665 in process of being repaired, 100 plus M/T of various types in woods at W048537 - well dispersed and camouflaged, R/R bridge at BREISACH - east span down.

Losses: Nil.

FIRST FRENCH AIR CORPS1st Group - (2 missions, 25 sorties).

25/25 Spits flow 2 fighter sweeps along upper Rhine from BASLE to STRASSBURG area - uneventful.

Claims: Nil. Losses: Nil.

3rd Group - (7 missions, 48 sorties).

1/1 P-47 flow weather mission.

47/ P-47's attacked ferry at V868202; village of SCHWINGEN - 12 x 500 dropped, claim village destroyed; strafed vicinity of V810298, V807163 and V790210.

Losses: Nil.

C O N F I D E N T I A L

4th Group - (6 missions, 37 sorties).

1/1 P-47 on weather recon.

36/36 P-47's attacked road crossing at Y882063, destroying a factory; R/R junction at V994391; went straying between KANZINGEN-W05 and MAHL-BERG-W06.

Losses: Nil.

2/33 Tac/R Sq - (2 missions, 4 sorties).

4/4 Visual recon from BASLE to STRASSBOURG.

Observations: Concentrated road activity around W918350 and NEUENBURG. 15 M/T heading west at V835122. 50 vehicles at V8419 going south. Bridge at BREISACH destroyed. Intense activity FREIBURG station at W0835 - trains going north. Activity on pontoon-V918350. 5 trains at V9724. 4 barges right bank at V8325 and V9028. Weather good in valley of Rhine up to KILSTERSTUHL.

CONSOLIDATED CLAIMS: See Page 1 - French Claims.

---

WESTERN FRENCH AIR FORCE: No operations.

---

FLAK

HEAVY, SCANT, INACCURATE at BREISACH, ESBACH-V9421, V8608 and MULHEIMLAND-V9119.

LIGHT, INTENSE, INACCURATE in area between FETTERHEIM and NEUENBURG.

MODERATE, HEAVY at B2988, FREIBURG, SELTZ, R2936, R2222 and R1915.

SCANT, HEAVY at OFFENBURG, W1585, KARLSRUHE, SPETER and PFORZHEIM.

INTENSE, LIGHT at R2936 and wooded area N-E of MULHOUSE.

MODERATE, LIGHT at W0697, W2888 and SELTZ.

SCANT, LIGHT at OFFENBURG and SO341.

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIALGAF ACTIVITY

20 plus ME-109's of J-53 airborne in KARLSRUHE area from 0945 to 1030 - no combat - flight apparently on screening and free-lance patrol only.

Slight Recce activity with one possible single engine recce a/c landing at STUTTGART area 1700 hours.

STATUS OF COMMUNICATIONSMOSELLE-RHINE TRIANGLE

Reports from P/W sources confirm the withdrawal of the 10th Panzer SS Division from the Hagonsau area; the indicated route being via Fort Louis by ferry to an entraining station at Hugelshelm 23/22 and reported destination the Berlin area. Heavy military rail movement observed and attacked in area north and east of Hagonsau, possibly associated with this movement.

Rail lines between Saarbrücken and Speyer active with predominately eastward movement.

KARLSRUHE-MANNHEIM-STUTTGART AREA

At Pforzheim F/W sources report the 553 Division to be reforming, indicating a possible refitting area for units destined for the Eastern Front.

Rail lines and M/Y's from Karlsruhe to Heilbronn moderately active with east-bound traffic.

RHINE VALLEY KARLSRUHE TO BASLE

The M/Y at Offenburg was very active, and heavy traffic observed moving E-W on line from Donaueschingen to Offenburg. South-bound traffic was observed on lines from Karlsruhe to Offenburg.

Heavy road activity on both sides of the Rhine reported from Colmar to Basle.

INTELLIGENCE REQUIREMENTS

1. Observations relative to the location and further movement of troops, armored equipment and vehicles in the Karlsruhe, Mannheim, Heilbronn, Stuttgart area.
2. Further observations of military movements in the eastern portion of the Moselle-Rhine triangle from Karlsruhe to Worms, with special reference to possible congestion at entraining points and Rhine river crossings.
3. Observations of the disposition and movement of troops and equipment in the Neuenburg-Freiburg-Breisach area, and of the character of military traffic and possible concentrations along road and rail lines north and east of this area.

2 TAFNight 5/6 Feb - (53 sorties).

- 11 Mosquitoes A/R - Railways, OSNABRUCK-420, COBLETZ-450, MAGDEBURG areas.
  - 12 Mosquitoes defensive patrol in RUHR area.
  - 5 a/c A/R and shipping recce.
  - 25 Mosquitoes from the UK - enemy movements, OSNABRUCK, COESFELD-457, ZULPICH-423, MUNSTER-497 areas.
- Claims: M/T 1-20 plus, Loco 0-1, R/R junction 0-1, L/R crane 0-1.  
Losses: Nil.

Day 6 Feb - (1128 - 91 Bombers, 1037 Ftrs).

- 61 BOMBERS A/R bridge, 84 tons, good.
- 30 BOMBERS stores, 54 tons, good.
- 422 A/R in HOLLAND and E-W GERMANY.
- 287 Rail interdiction in North RUHR and HOLLAND.
- 12 a/c on immediate cooperation aborted due to weather.
- 24 a/c on prearranged cooperation in DUESSELDORF, AACHEN area.

- 4 -

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

103 Rocce.  
154 Fighter operations, escort to Mediums and patrols.  
35 Rocket targets in NIJVERDAL.  
Claims: M/T 14-37, Barges 4-15, Loco 6-31, R/R cars 20-77, HDV 1-7,  
Launches 0-1, R/R cuts 37.  
Losses: 1 Bomber and 3 Fighters.

RAF FIGHTER COMMAND

Night 5/6 Feb - (8 sorties):

1 a/c offensive patrol.  
3 a/c Fleet Air Arm under control of Fighter Command.  
4 a/c interception patrol.  
Claims: Nil. Losses: Nil.

Day 6 Feb - (256). (38 D/B on Rocket sites).

4 a/c HAGUE/HUTS-069, 1 ton, excellent.  
4 a/c Hotel Promenade Rocket site, 1 ton, fair.  
15 a/c HAGUE/HAGGSDEN/BACON Rocket site, 3.75 tons, good.  
4/3 a/c HAGUE/VDO ROR Rocket site, .75 tons, good.  
5 a/c UTRECHT/ROERDEN R/R junction, 1.25 tons, good.  
6/5 a/c GOUDA-DS8 R/R junction, 1.25 tons, fair.  
65 a/c on offensive patrol.  
139 Escort to Lancasters and other a/c.  
8 on Rocce.  
4 on ASR.  
2 on intercepting patrol.  
Claims: R/R center 0-2, Loco 0-1, M/T 1-2.  
Losses: 1 a/c, not due to E/a.

RAF BOMBER COMMAND

Night 5/6 Feb - (77/76).

63 Mosquitoes on city of BERLIN, 63 tons, NRO.  
7/6 Mosquitoes on city of WURZBURG, 8.9 tons, NRO.  
7/7 Mosquitoes on city of MAGDEBURG-Y60, 10.7 tons, NRO.  
Losses: 1 a/c, cause unknown.

Day 6 Feb: 36 a/c aborted due to clouded target. Losses: Nil.

8th AF

Day 6 Feb - (2150 - 1300 Bombers, 850/780 Ftrs).

474 Ports on CHELCHITZ-V36 R/R center, 917 tons, NRO.  
418 Libs on MAGDEBURG-Y60 R/R center, 727 tons, NRO.  
22 a/c on city of GRENZ-K13, 55 tons, NRO.  
22 a/c on city of ZWICKAU-K34, 52 tons, NRO.  
49 a/c on city of SAALFELD, 122 tons, NRO.  
33 a/c on city of SCHMALKALDEN-HE4, 77 tons, NRO.  
88 a/c on city of GOTH-006, and R/R, 216 tons, good.  
34 a/c on city of EISEN, 85 tons, NRO.  
68 a/c on city of GIESSEN-662, 167 tons, NRO.  
35 a/c on city of OHRDRUF-J15, 90 tons, excellent.  
2 a/c on city of STERNBACH-J40, 6 tons, NRO.  
12 a/c on city of OSTHEIM, 30 tons, NRO.  
13 a/c on GIESSENACH, 30 tons, good.  
12 a/c on city of DIRMIS-H41, 30 tons, poor.  
11 a/c on city of FRIEDRICHSD-895, 27 tons, NRO.  
12 a/c on city of WALTERSH-895, 30 tons, good.  
5 a/c on unidentified targets of opportunity, 9.5 tons, NRO.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

850/780 a/c escort to Bombers and fighter swoops.  
 Claims: E/A in air 1-0-0. E/A on ground 3-0-0, Loco 14-18, R/R cars  
 57-75, M/T 10-2.  
 Losses: (Exact figure not yet received).

9th AF

Night 5/6 Feb: Nil.

Day 6 Feb - (871).

9th Bomber Command - (387/261)

75/67 BIELEFELD R87 and dump, 131 63 tons, NEO.  
 38/25 SIEBELT communications center, 47.13 tons, NEO.  
 43/1 WILHELMSSTR defence village, 1 ton, NEO.  
 0/17 MUSEUMSPL 330 city, 23 tons, NEO.  
 152/113 BIELEFELD city 156 209 tons, NEO.  
 39/27 WILHELMSSPL 330 town, 53.88 tons, NEO.  
 0/6 DUTTENHOF 11.75 tons, NEO.  
 40/2 MARELLSPL 4 tons, NEO.  
 0/2 BIELEFELD, 4 tons, NEO.  
 0/1 OBERSIEBELT, 1 ton, NEO.  
 Claims: Nil. Losses: Nil.

9th TAC - (170/167).

170/167 A/R MUSKIRCHEL-F33, BOBLINZ-LS9, SIEGBURG-F64, DILLBURG-C33,  
 BIELEFELD-F53 - M/T and AFV concentrations.

19th TAC - (215/214).

215/214 A/R in battle area, COBLENZ, MAINHEIM, HEIDELBERG, TRIER. Rail-  
 cutting BOBLINZ, WEISBADEN area. Airfields and 45 villages.  
 Interceptor and escort.

29th TAC - (58/57).

58/57 A/R MEUS-COLOGNE-F45, RHEINL-F08 area. D/B bridge HORRHEIM-S24.  
 Interception mission.

Rocco

41/33 Rocco missions.

CONSOLIDATED CLAIMS: E/A on ground 0-0-2, M/T 159-79, AFV 1-17, Locos 6-4,  
 R/R cars 157-171, Bldgs 34-51, Gun positions 3-0, Bridges 0-2, R/R centers 0-10,  
 R/R cuts 10, Highway cuts 10.  
 Losses: 2 a/c - 1 flew, 1 unknown.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 36

Period 041800 to 051800

XII TAC: No operations due to weather.

42 DOB WING: No operations due to weather.

FR TAC: No operations due to weather.

WEAF: No operations due to weather.

STATUS OF COMMUNICATIONS

No air observations were made due to weather.

MOSELLE-RHINE TRIANGLE

There is no significant information regarding the volume or character of enemy movements in this area, and no further evidence of the general status of road or rail communications either within the triangle or to points east of the Rhine.

RHINE VALLEY, KARLSRUHE TO BASEL

The meeting today of allied forces in the Colmar pocket signifies the final stage in the enemy's withdrawal from this area. Mass movement of enemy troops and equipment to points east of the Rhine may be expected until the evacuation is complete. Our forces have cut off the road and railroad leading to the Breisach bridge. The Chalampagne-Neuenburg bridge, however, is believed still to be serviceable.

INTELLIGENCE REQUIREMENTS

1. Continued observation of all military movement or congestion of troops and equipment withdrawing from the Colmar pocket, with especial reference to Rhine crossings.
2. Observations of all military movements east of the Rhine river in the Karlsruhe-Basel-Stuttgart-Singen area.
3. Observations of military movement in the Karlsruhe-Mannheim-Heilbronn-Stuttgart area.
4. Continued observation of possible entraining points in the Karlsruhe, Landau, Neustadt, Worms and Speyer areas.

8th AF

No operations due to weather.

9th AF

Night 4/5 Feb - (total sorties 6).

6 Black Widows on night patrols in the 1st US Army area.

Day 5 Feb

No operations due to weather.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

31955-  
(30 Card)  
- (initials)



C O N F I D E N T I A L

2 TAF

Night 4/5 Feb - (total sorties 106).

68 a/c on A/R and attacked enemy movements.

7 a/c on Recce.

31 a/c on fighter operations in the VEMO-D90, RUHR-A61, BRIDA-D93, SCHLIDE-D33 and MUSSELDORF-F99 areas.

Claims: M/T 2-0-54, Barges 0-0-21, Loco 0-0-1.

Losses: 2 a/c, cause unknown.

Day 5 Feb

No operations due to weather.

R. A. F.

Night 4/5 Feb - (total sorties 653).

120/108 a/c on GELSENKIRCHEN-A42 synthetic oil plant, 338.6 tons HE and 2.2 tons IB, NRO.

238/214 a/c on BOHN-F53 R/R center, 324.7 HE, 523 IB, NRO.

123/113 a/c on OSTERFELD-098 R/R center, 318.7 tons HE, 2.2 IB, NRO.

50/46 a/c on HALL VEG-132 city, 56 tons HE, .9 IB, NRO.

12/11 a/c on DORTMUND-A42, 10.7 tons HE, .7 IB, NRO.

4/4 a/c on MAGDEBURG-Y60 city, 7.1 tons HE, NRO.

3/2 a/c on WURZBURG-F53 city, 3.6 tons HE, NRO.

27 a/c on mine laying.

101/94 a/c on counter measures.

Claims: Nil.

Losses: 4 a/c, cause unknown.

Day 5 Feb

No operations due to weather.

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

DSUM NUMBER 35

Period 031800 to 041800

THIS PAGE IS UNCLASSIFIED

319.53  
(Atop Summary)

| MISSIONS |         |        |       | CLAIMS              |         |        |         |
|----------|---------|--------|-------|---------------------|---------|--------|---------|
|          | XII TAC | FR TAC | Total |                     | XII TAC | FR TAC | Total   |
|          | 12      | 9      | 21    | Locos               | 1-0-6   |        | 1-0-6   |
|          |         |        |       | R/R cars            | 45-0-20 |        | 45-0-20 |
|          |         |        |       | Bldgs               | 13-0-57 |        | 13-0-57 |
|          |         |        |       | M/Y                 | 0-0-3   |        | 0-0-3   |
|          |         |        |       | R/R bridge *        | 0-0-1   |        | 0-0-1   |
|          |         |        |       | Road " *            | 0-0-1   |        | 0-0-1   |
|          |         |        |       | Pontoon " *         |         | 1-0-1  | 1-0-1   |
|          |         |        |       | Transformer Station | 1-0-0   |        | 1-0-0   |
|          |         |        |       | M/T                 | 0-0-1   | 9-0-1  | 9-0-2   |
|          |         |        |       | Rail cuts *         | 7       | 1      | 8       |
|          |         |        |       | Road cuts *         | 5       |        | 5       |
|          |         |        |       | Gun position        |         | 0-0-1  | 0-0-1   |

| SORTIES |         |        |       |  |
|---------|---------|--------|-------|--|
|         | XII TAC | FR TAC | Total |  |
| F/B     | 133     | 60     | 193   |  |
| M/F     | 1       |        | 1     |  |
| Loc/R   |         | 2      | 2     |  |
| Total:  | 134     | 62     | 196   |  |

| ONLAGE: | GP    | SAP | FRAGS | WP   | Total |
|---------|-------|-----|-------|------|-------|
|         | 80.50 | 8.  | 3.64  | 3.75 | 95.89 |

LOCATIONS: \*Rail cuts- East approach BREISACH Bridge, W251244, 2 at west approach BREISACH Bridge, W255244, W260645, and V896195.  
\*Road cuts- 2 at V849360, BREISACH Bridge, E-E corner OPPENWEILER, west approach OPPENWEILER Bridge. \*Pontoon bridges- V868202 and V896272.  
\*Road bridge- BREISACH. \*R/R bridge- BREISACH.

| LOSSES  |      |         |         |  |
|---------|------|---------|---------|--|
|         | Lost | Damaged | Missing |  |
| XII TAC | 0    | 4       | 0       | XII TAC: 1 P-47 Cat 2, landing.<br>3 P-47's Cat 1, flak. |
|         |      |         |         | FR TAC: Nil.   |

2nd BOMB WING: No operations due to weather.

TFP

1 February

- 3 a/c dropped .75 tons of bombs on village POINT de GRAVE, hit houses in North end of village.
- 1 a/c dropped .4 tons on village of MONTALIVET, results not reported.
- 1 Photo mission.
- Losses: 1 JU-88, cause not reported - 2 crew members killed, 2 injured.

3 February

- 1 Artillery adjustment mission.
- 1 Recce mission.
- Claims and losses not reported.

- 1 -

CONFIDENTIAL

CONFIDENTIAL4 February

4/8 Coastal Command missions.  
Claims and losses not reported.

III TAC415 Night Fighter Sq - Night 3/4 Feb.

1/1 Beaufighter on night intruder mission - aircraft crashed on landing, cause unknown.

50th Group

28/28 P-47's conducted 2 D/B missions in the BREISACH, FREIBURG, GEMWEILER, HASLACH area, attacking rail installations at V940212 and W200645.

16/0 P-47's on an air cooperation mission aborted due to weather - all bombs were returned.

Claims: Bldgs 5-0-3, Transformer station destroyed at W200645, and 1 rail cut at W200645.

Losses: Nil. Tonnage: 11 GP.

Times up : 0828, 0840, 0852.

Times down: 1005, 1018, 0952.

Observations: 60 yellow boxcars at HASLACH W200645. 30 boxcars on siding at V973247, with no loco. East end of BREISACH Bridge appeared knocked out, town of BREISACH was burning, and large artillery battle in area. Rail bridge at V880126 in good condition.

324th Group

24/24 a/c conducted two air cooperation missions in the NEU BREISACH, OPPWEILER area, attacking both towns - direct hits were made on the centers and rail installations of these towns.

Claims: Bldgs 7-0-2, N/T 0-0-1, Road bridge 0-0-1. Road cuts 2 at N-E corner of OPPWEILER-Q855345 and 1 at V935383. Rail cuts 1 at BREISACH rail bridge and 1 at west approach of bridge.

Losses: Nil. Tonnage: 12 GP, .95 WP, total of 12.95 tons. 15 rockets fired.

Times up 0750, 0800; times down 0930, 0930.

Observations: Enemy troops 8 miles south of BREISACH; 4 barges 5 miles south of BREISACH, west side of Rhine at V8824.

358th Group

11/11 a/c D/B OFFENBURG M/Y, destroyed 1 loco, 20 boxcars, damaged the M/Y.

Losses: Nil. Tonnage: 14 x 1,000 GP bombs.

Time up 0832, time down 1000.

Observations: 1 train south of OFFENBURG, 6 locos in M/Y.

11/11 a/c D/B M/Y at DONAUESCHINGEN-W5723, getting 6 hits with 22 x 1,000 and 8 x 1,000 - 5 R/R cars destroyed, 2 locos damaged. Dropped 8 x 1,000 on ROTWEIL M/Y-W5753 - destroyed 4 R/R cars and damaged 2 loco. Dropped 6 x 1,000 on R/R bridge at W5850 - got one rail cut.

Losses: Nil. Time up 0822, time down 1015.

Observations: 5 locos with steam, and 50 mixed cars at DONAUESCHINGEN M/Y. 4 locos with steam, and 25 cars in M/Y at ROTWEIL.

8/8 a/c D/B R/R bridge at W251244 - missed bridge, got 3 rail cuts at W256241.

Losses: 1 P-47 Cat 2 landing accident, 1 P-47 Cat 1 flak.

Time up 0820, time down 1010.

371st Group

35/35 a/c conducted 3 air cooperation missions in the NEU BREISACH area, attacking the NEU BREISACH Bridge.

Claims: R/R cars 16-0-15, Bldgs 1-0-1, R/R bridge 0-0-1, Roads cut 3 at V849360 and the BREISACH Bridge.

Losses: 2 P-47's Cat 1 flak. Tonnage: 17 GP, 1.5 WP.

Times up : 0826, 0840, 0850.

Times down: 0957, 0945, 1000.

Observations: East end of BREISACH R/R bridge damaged.

CONFIDENTIAL

OTHER UNITS STOOD DOWN.

FIRST FRENCH AIR CORPS

3rd Group

- 11/11 P-47's conducted a D/B mission on pontoon bridge at V868202 - all bombs on bridge, destroying it.  
Losses: Nil. Tonnage: 2.5 GP, 1.1 WP.  
Time up 0845, time down 1025. Observations: Nil.
- 11/11 P-47's conducted a D/B mission on pontoon bridge at V896272 - bridge damaged. Strafed M/T 5-C-O, damaged flak battery at V815260, damaged gun position.  
Losses: Nil. Tonnage: 3.5 GP, .40 WP.  
Time up 0850, time down 1240. Observations: Nil.
- 8/8 P-47's to D/B pontoon bridge at V870170 - all bombs dropped NRO. At ELASCHEN V817245 strafed and damaged 1 M/T. Strafed troops north of Hardt Forest, NRO.  
Losses: Nil. Tonnage: 2 GP, 1.04 Frags.  
Time up 0925, time down 1116. Observations: Nil.
- 8/8 P-47's D/B village of BIEGARTEN, NRO.  
Losses: Nil. Tonnage: 4 GP, 1.04 Frags.  
Time up 0900, time down 1105. Observations: Nil.
- 1/1 P-47 on weather recce mission in MULHOUSE-RHINE area.  
Claims: Nil. Losses: Nil. Observations: Nil.  
Time up 0755, time down 0910.

4th Group

- 11/11 P-47's D/B village at V892194 - set village on fire, 1 rail cut at V896195.  
Losses: Nil. Tonnage: 4 GP, .30 WP.  
Time up 1125, time down 1255. Observations: Nil.
- 11/10 P-47's conducted air cooperation mission in MULHAUSEN area to attack road crossing at V634194 - no direct hits. Strafed woods at V6122 and V6926, NRO.

2/33 Tac/R Sq.

- 2/2 a/c conducted one tactical recce mission in the Hardt Forest area.  
No movement observed.  
Claims: Nil. Losses: Nil. Time up 1100, time down 1220.

GAF ACTIVITY - 031300 to 041800

8 unidentified a/c 0910 hours, 8,000 feet, 3 miles east of W251244.

FLAK

Heavy Intense Accurate at V868202, MULHEIM & Hardt Forest.  
Heavy Moderate Accurate at V896272, MULHEIM, North of Hardt Forest.  
Medium Heavy Intense Accurate at NEIDERWALD & HARDWALD.  
Medium Intense at BIEGARTEN.  
Moderate Light Accurate at V890250, V910290.  
Heavy Moderate Light Accurate Intense at V080020.  
Heavy Medium Light Intense Accurate at V892194.  
Intense Heavy at V9949.  
Moderate Heavy at NEU BREISACH.  
Scant Heavy at W2027, V7811, V9130, V7724.  
Intense Light at NEU BREISACH, W6755.  
Moderate Light at V915305.  
Scant Light at V8947, W2524, V9421.

CONFIDENTIAL

CONFIDENTIALSTATUS OF COMMUNICATIONS

Weather limited the observation of the entire northern part of the communications area, though missions flown in the Colmar area and east as far as Donauschingen provided additional information on the not being used by the enemy in the attempt to evacuate troops from the pocket.

MOSELLE-RHINE TRIANGLE

P/R cover of Bad-Kamstorf indicates that sufficient repair has been made to the damaged rail bridges to allow through service at this important junction. One line appears to be open. Likewise, P/R of Kaiserslautern indicates that three lines were open through the yards on 2 February. No evidence has as yet been obtained on the effectiveness of the RAF raid of the night 2/3 February on this important target. P/R of 2 February also reports that the H/V at Saarbrücken had no boxcars and no activity. This is in sharp contrast to previous reports of heavy activity in this yard, and supports ground reports that the Germans are demolishing rail installations in this area and moving the salvage to the rear of the Siegfried line. The rail net in the triangle should be fully capable of handling the enemy's needs.

KARLSRUHE-MANNHEIM-STUTTGART AREA: There were no reports of activity in this area.

RHINE VALLEY KARLSRUHE TO BASLE

Heavy rail activity was noted on the line from Dinglingen to Offenburg and thence to Donauschingen, with a reported 500 boxcars seen on sidings between Ruzheim and Hildersheim. Movement along this escape route may have been temporarily halted by a reported rail cut at W26045. Claimed damage to a bridge, and rail cuts effected immediately west of Neustadt-W251244 on the Freiburg-Neustadt-Donauschingen line have probably rendered this route temporarily unserviceable to through traffic.

Damage to the Breisach bridge and approaches was claimed, as rendering this important river crossing unserviceable, and if verified, focuses attention on the Neuenburg bridge.

INTELLIGENCE REQUIREMENTS

1. Continued observation of all military movement or congestion of troops and equipment in the Colmar pocket, with especial emphasis on accurate reporting of the status of the Breisach and Neuenburg bridges.
2. Observations of all movement in the area east of the Rhine river between Basle and Karlsruhe and east to a line between Stuttgart and Singen.
3. Indications of movement, with emphasis on armored equipment and troops in the Karlsruhe-Mannheim-Heilbronn-Stuttgart area.
4. Continued observation of the possible entraining points in the Karlsruhe-Landau-Neustadt-Worms and Speyer area.

A MESSAGE OF CONGRATULATIONS

Indicating the effectiveness of close cooperation efforts, the following message from 7th Army to XII TAC is quoted:

"Please pass congratulations to squadrons concerned for the fine support they have given the 3rd Infantry Division. Following are a few of the missions that have been especially valuable to us: (1) 81st Squadron bombed Holtzwhir-V765460 261540A at which time one of our Regiments was receiving a counterattack from the town. Counterattack was completely stopped after the bombing and our troops held without loss of ground, the Regiment sends its thanks. (2) 10th Squadron at 261555A bombed Mickerschwir-V778455 stopping the self propelled fire from that town, knocked out a tank north of town and strafed enemy infantry stopping their infiltration into our positions. (3) During day of 29 Jan support was given by 324th, 371st and

## CONFIDENTIAL

50th Groups with excellent results. Many concentrations of enemy troops were strafed, and self propelled gun and tank fire was materially reduced due to bombing and strafing. The bombing and strafing east and south of Jechheim-V8147 enabled our troops to advance and clear the area taking many prisoners. Signed O'DANIEL. (Congratulations and thanks: keep up the fine work).

## 2 TAF

Night 3/4 Feb - (139 sorties - 90 Bombers, 49 Ftrs).

44/41 Mosquitoes A/R attacked road and rail movement along railways: REHEDT-FOS/SENLE-F44, REHEDT-F42/BRUNNEN/ALPICH F43/RYCHLO-V70/REHEDT-V81/OSNABRUCK-W20/DOBER-426/REHEDT-416/WUS-ER-497/ELDEBE-402/WESEN-404/DOBER-423/REHEDT-402/HARBERSBERG-450/AMERD-V21/TORPHIL-499. Dropped 56 x 500 GP. good.

46/ Mosquitoes A/R attacked rail movements as far east as MAGDEBURG-V60, and from DOBER-425 to OSNABRUCK-W20, including the Ruhr. Dropped 40 x 500 GP. fair.

35 on fighter operations, areas from SCHLEDE to LUSSELDORF-F39.

14 (7 Wellingtons and 7 Mosquitoes) on visual and photo recon. One of these bombed road N-W of ELDEBE-402.

Claims: E/A in air 2-0-0, E/A on ground 1-0-0, M/T 2-0-25, Trains 0-0-10.

Losses: 1 bomber.

Day 4 Feb - (128 sorties - 62 Bombers, 66 Ftrs).

6 a/c on A/R aborted due to weather.

62/1 Medium Bombers on air cooperation dispatched to attack P.C.L. target in Germany, were aborted due to 10/10 clouds up to 18,000 feet.

44 a/c on fighter operations gave uneventful escort to M/B.

16 a/c on Recon were unsuccessful due to weather.

Claims: Nil. Losses: Nil.

## 2AF BOMBER COMMAND

Night 3/4 Feb - (511 sorties).

210/190 on BOITROP-412 synthetic oil, 1011 tons HE, 5.1 markers, fair.

150/149 on DORMUND-412 cotton plant, 570 tons HE, 3.2 markers, fair.

42/41 Mosquitoes on WEISSENTHAL-436, 51 tons HE, 1.5 IB. poor.

20/19 Mosquitoes on OSNABRUCK-W20 city, 16 tons HE, 1.3 IB. good.

19/17 a/c mine laying completed.

70 on counter measures.

Claims: Nil. Losses: 10 bombers, not due to enemy action.

Day 4 Feb: No operations due to weather.

## 9th AF

Night 3/4 Feb - (56 sorties - 39 Bombers, 17 Ftrs).

29/18 Bostons --

8/8 Harcadors --

2/2 Invaders -- all on MICHENFEL-F2221 repair depot, 24 tons, good.

0/8 Bostons on ARIOFF-F3022 R/R and road junction, 11.5 tons, MRO.

2/2 Bostons on WEISSENTHAL-F7902, 2 tons, MRO.

11/8 Black Widows on interception patrols 1st US Army to Rhine River.

5/4 Black Widows and 1 Mosquito 3rd US Army area.

## Rocco

artillery adjustment and dropping flares.

Claims: E/A in air 1-0-0. Losses: Nil.

CONFIDENTIAL

Day 4 Feb - (15 sorties - 5 Bombers, 10 Ftrs).

9th Bomb Div

5 B-26 Leaflet mission. 10 x 300 leaflet bombs on BUTENBURG-L15, PRUM-L07, ZULPICH-F23, BUCHSICHEN-F33, MAYEN-L69, AACHEN-L16, HEMMELHIL-F06, SCHLEIDEN-F10, GARELLSTEIN, BETTINGEN-L05.

9th TAC - (8 sorties).

8/4 A/R EL SKIRCHEN-F33 area. Jettisoned over STOCKHOLM 4-F1540, NEO.  
Claims: Nil. Losses: 1 a/c to flak. Flak: Intense.

19th TAC - (2 sorties).

Weather Bocco. Claims: Nil. Losses: Nil.

29th TAC: No operations due to weather.

9th AF Consolidated Claims: E/A in air 1-0-0. Losses: 1 fighter to flak.

8th AF

Day 4 Feb: No operations due to weather.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

389.35

Call Written  
4TB

EMERGENCY B/CAST

AEW XAH XSM V AFA AAT NR 84 0 0

AEW  
XSM

XAH KB QVR 3 - 4

FROM HQ 1ST TACAF PROV #42315A

TO USSTAF (MAIN) ATT. D/OPS, SHAET AIR (MAIN) OPS RECORDS, SHAET  
AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL, HQ  
NINTH AIR FORCE, HQ 2ND TAF, SIXTH ARMY,

CONFIDENTIAL BT

NR D-290 FIRST TAC AF (PROV)

MULTIPLE ADDRESS

FIRST TACTICAL AIR FORCE (PROV)

CONFIDENTIAL

OPSUM 35

PERIOD 031800 TO 041800

PART I BOMBERS

NO OPERATIONS DUE WEATHER

PART II FIGHTERS & FIGHTER BOMBERS

A AIR COOPERATION  
DIVE BOMB

NIGHT INTRUDER  
WEATHER MISSION

ARMED RESCE

B 200 P-47S

1 BEAUFIGHTER

C 195 P-47S

1 BEAUFIGHTER

D 69.50 TONS G.P. BY P-47S

NIL

8 TONS SAP BY P-47S

1.38 TONS FRAGS BY P-47S

1.75 TONS V.P. BY P-47S





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

E 11 TONS C.P. BY P-47S  
26 TONS FRACS BY P-47S

NIL

F NIL

NIL

G NIL

NIL

H NIL

NIL

TAC RCN 2-2

PART III RECCE  
CLAIMS : NIL LOSSES : NIL

AA SEVENTH U.S. ARMY

ANNEI

FIRST FRENCH ARMY

BB 133 P-47S  
1 BEAUFIGHTER

62 P-47S

CC 95.89 TONS

DD LOCOS 1-0-6 RR CARS 45-0-20 BLDGS 13-0-7 M/Y 0-0-3 RAIL CUTS 8  
ROAD CUTS 3 ROAD BRIDGE 0-0-1 RAIL BRIDGE 0-0-1 TRANSFORMER STATION  
XXX STATION  
KMX 1-0-0 M/T 0-0-0 PONTOON BRIDGE 1-0-1 GUN POSITIONS 0-0-1.

EE NIL

NIL

FF E/A 8 UNIDENTIFIED A/C 8910, 8000 FEET, 8 MILES EAST OF V  
251244. FLAK: HEAVY INTENSE ACCURATE V 868202. HEAVY ACCURATE  
MULHEIM. HEAVY ACCURATE HARDT FOREST. HEAVY MODERATE ACCURATE  
V 896272. MEDIUM HEAVY INTENSE ACCURATE NEIDERWALD AND  
HARDTWALD. MEDIUM INTENSE BREMGARTEN. HEAVY MODERATE ACCURATE  
MULHEIM. HEAVY MODERATE ACCURATE NORTH OF HARDT FOREST.  
MODERATE LIGHT ACCURATE V 890230 V 910290. HEAVY MODERATE  
LIGHT ACCURATE INTENSE V 880020. HEAVY MEDIUM LIGHT  
INTENSE ACCURATE V 892194. INTENSE HEAVY V 9949. MODERATE

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HEAVY NEU BREISACH, SCANT HEAVY W 2027 V 7811 V 9130 V 11246  
INTENSE LIGHT NEU BREISACH W 6753, MODERATE LIGHT  
V 915305, SCANT LIGHT V 8947 W 2524 V 9421.

CG NIL

SAVILLE

BT 042315A

AS FOR CHECK  
VCC IN FT LINE 10 VA SCANT HEAVY W 2027 V 7811 IMI 2027  
NOT 201 AS SENT  
AEW R .....050111A AH

WHAT ARE YOUR INITIAXX INIATIALS PLS

T E D  
AS FOR K WITH R

AEW TX WITH R PSE  
AEW R.....050111A

AH K

15793

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT CONFIDENTIAL

In reply cite: D 242

February 4th

From : First Tactical Air Force Prov

To : USSTAF Main Attn D/Ops  
SHAEF Air (Main) Ops Record  
SHAEF Air (Stanmore) Ops Records  
Air Ministry War Room Whitehall  
HQ 9th Air Force  
2nd TAF  
6th Army USSTAF

First Tactical Air Force (Prov) opsum No 34 period 021800 to 031800.

Part I. Bombers.  
No operations due to weather.

Part II. Fighters and fighter-bombers.

A. Air cooperation  
Armed recce  
Railways

Night intruder  
Weather mission

B. AX 114 P-47s

2 Beaufighters

1 P-47

C. 93 P-47s

2 Beaufighters

1 P-47

nil

D. 22.5 tons GP by P-47s  
1.9 tons W.P. by P-47s  
33 tons SAP by P-47s  
24 rockets by P-47s

E. 6 tons GP by P-47s  
4 tons W.P. by P-47s

Nil

F. Nil

Nil

G. Nil

Nil

H. 2 P-47s MIA

Nil

Part III. Recce.

Tac  
AAAA

Ron

12-12R-6

Claims: nil

Losses: NIL

USSTAF Main in 15658 (cont'd over)

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Page 2, cont'd.

URGENT

CONFIDENTIAL

~~AMTXXX~~

AA Seventh U.S. Army  
BB N11  
CC N11

DD N11

EE N11  
FF N11

GG N11

First French Army

95-95 P-47s

26/5 tons GP by P-47

2.3 tons W.P. by P-47

33 tons SAF by P-47

24 rockets by P-47

Road block 1 loco F Q-4 RR

cars 23-45 bldgs 43-0 M/T 3/15

power line tower 1-0 M/Y P-3

RR cuts 4

N11

Flak: moderate heavy V-8836, V8935

V-9149, Breisach. Scant heavy

W-14884, Offenburg. Intense

Light V-8836, Breisach. Moderate

light Breisach, V-7823 V-8453,

W-0150. Scant light W-0555, W-1277

V-9050, Offenburg.

2 P-47s MIA

## USSTAF DISTRIBUTION:

Action : D/Ops (5)

Info : D/CG Ops ✓  
D/Intel (4)  
Stat Control (2)  
C/S  
AG Records

USSTAF Main in 15658

23141

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN THE STRATEGIC AIR FORCE TO EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

PAGE 2, CONT'D. URGENT CONFIDENTIAL

front. Fighter enemy aircraft active in Stuttgart area intercepting single disabled Fortress. Light moderate weak and inaccurate at V 7513. Intense heavy R 2232, R 2317, R 1810, R 1212, R 1013, R 1215. Moderate heavy Kaiserlautern, Weisenberg, Bischoweiler, Freiburg, Breisach, R 2343, R 0815, R 3141, R 3529. Scant heavy Zweibrücken, Homburg Q 9888, Q 9386, R 2055, R 4025, R 1110, R 3554, V 8147. Intense light Freiburg R 1112 R 1312, R 1012. Moderate light Homburg, Gamsheim, R 2343, R 3554, Scant light Bitch R 2033, R 4025, R 2737. W 0339, R 3141, V 8147. Intense heavy accurate Kilstoff, Neupfietstett, Seelitzung, Wintersdorf. Moderate heavy accurate Huxelsheim. Marker flak at Saveria. Moderate heavy accurate 1 mile north Mulhouse moderate accurate heavy Neurnburg. Heavy inaccurate 1 mile north Mulhouse. Intense heavy Bitch. Neuf Breisach. Moderate heavy Kaiserlautern, Pirmasens, Haguenau, Q 9339, V 8251. Scant heavy Q 8352, Q 9535, R 3639, R 3666, R 4572, W 1282. Intense light Bitch, Q 8243, R 0453, R 4573, R 3639, R 3062, R 4572, V 8049, V 8354 moderate light Q 8352, V 8251 scant light V 7034, Q 9535, Q 8748, Q 9648, W 5085, V 8754. Intense heavy V 8547, moderate light V 8741. Heavy medium accurate at V 905605 heavy meagre accurate at V 935514 and W 075980. Heavy, light, medium at V 871413, light meagre accurate at W 0074. Light, meagre inaccurate at V 9322. Light intense accurate in Yards Forest. Heavy meagre accurate at V 8336, V 7720. Light, scant accurate at V 9770. Medium moderate accurate at Mundhausen. Heavy machine guns at V 736153. Moderate light inaccurate at Feldkirch. Light, intense, accurate at V 740120. Medium, intense, accurate, between V 660220 and V 650650. Medium on road from V 787180 to V 717120. Heavy, intense, accurate at V 85. Heavy intense accurate at V 810160. Heavy scant inaccurate at V 786181. Light, intense, inaccurate at V 740163. Light, intense inaccurate at V 790150. Heavy, scant, accurate at V 7318. Light intense, inaccurate at V 662160. Light, intense, inaccurate at V 77125. Light, intense, inaccurate at V 770110. Medium moderate accurate at 7618. Heavy, moderate, accurate V 7618. Heavy moderate accurate at V 780140. Light moderate accurate west and north edge of Harthe Forest. Moderate intense accurate Ziesheim. Moderate, intense light, inaccurate between Colmar and Carney. Heavy machine gun fire Souls and Reuffach. Heavy, intense, accurate Colmar, Breisach. Moderate, intense, accurate V 65114. Light, scant, accurate V 6315. Light scant accurate.

UNSTAF DISTRIBUTION:

UNSTAF Main in 14878

Action : D/Ops (5)

Info : D/O3 Ops D/Intel (4) Stat Control (2)

C/S AG Records

RE MAKING OF AN EXACT COPY OF THIS MESSAGE AND ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED, VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

IN US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

CONFIDENTIAL

In reply cite: D 4943

January 30th

From : 1st Tac AF

Internal Address:

To : USSTAF

From 1st Tactical Air Force Prov  
To USSTAF Main attn D/Ops, SHAEP Air  
(Main) Ops Records, SHAEP Air (Stammore  
Ops Records), Air Ministry War Room  
Whitehall  
Sgd. Saville

First Tactical Air Force (Prov) opam No 29 period 211800 to 281800.  
A. US Seventh Army, First French Army. B. 43/743 P-47's 46/46 Spit-  
fires. C. 435.92 tons. D. Locom C-0-20, RR cars 25-0-138 RR bridges  
0-0-2, rail cuts, 4, road blocks 11, buildings 122-0-45, M/T 62-0-86,  
gun positions 4-0-2, rail cranes 0-0-2, radio station 0-0-1, tanks  
1-0-1, horse drawn vehicles 20-0-0, marshalling yards 0-0-3, road  
cuts 7, barges 1-0-3, road bridges 2-0-2, supply dumps 0-0-2, oil  
tanks 2-0-0. E. Nil. F. Flak: intense heavy R 2232, R 2318. Intense  
heavy in the Freistadt, Lichtenau areas (R1810) moderate heavy Freiburg,  
scant light at # 029391. Scant heavy R191555. Scant light R2033,  
moderate light and scant heavy Homburg. Scant heavy and moderate light  
at Bitcha, intense light at R 1112, moderate heavy at Bischweiler.  
Moderate heavy Kaiserlautern, scant heavy at 4 9386, 4 9888. Moderate  
heavy and light R 2343. Scant heavy and light R 4025, R 2737.  
Moderate light at Gumbheim, moderate heavy R 0815. Moderate heavy  
at R 3529 and R 3141, scant light at R 3141. Intense light at R 1112,  
intense heavy at R 1215. Moderate light R 34, scant heavy R 3534.  
Moderate heavy Brisach, Invas. Intense light Friburg inaccurate  
intense heavy R 1212. Intense light R 1112. Intense light at R 1310  
and scant heavy at R 1110. Scant heavy and scant light at V 8147.  
Intense heavy accurate at R 1008, R 1508, R 2519, R 3028. Moderate  
heavy accurate R 2623. Marker flak observed at Sovern. Moderate  
heavy accurate from target. Scant inaccurate heavy 1 mile north of  
Mulhouse. Moderate accurate heavy from target, moderate inaccurate  
in area 1 mile north of Mulhouse. Heavy inaccurate north of Mulhouse.  
Medium, moderate accurate at Munschausen. Heavy machine gunfire at  
V 735153. Medium light accurate at V 810160, V 730120. Medium  
intense accurate on road between V 66020 and V 650150. Light on road  
between V 787170 and V 717120. Light moderate accurate V 9770. Heavy  
moderate, light scant inaccurate V 8098. Heavy moderate, inaccurate  
Vlotar, light intense accurate V 7416. Light intense accurate V 7915.  
Light intense inaccurate V 7712, V 7711. Moderate accurate V 7618,  
heavy moderate accurate V 7618. Moderate light at R 10318 small arms  
fire at R 10318. 2 plus possible recon enemy aircraft on Saar-Rhine

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS THE RESPONSIBILITY OF THE RECIPIENT. IF NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

A 2137

## CONFIDENTIAL

FIRST FRENCH AIR CORPS

3 Group - 23 sorties (1 returned early - oil leak, 1 flak- 1 as escort .. all crossed bomblines - 3 missions).

23/20 P-47's flew 3 air cooperation missions to First French army attacking RR crossing at SEELHEIM (V648133) NRO. Ammo dump near URSCHENHEIM at V871413, 14Y500 dropped destroying 2 buildings, road bridge at HOLLWEILER (V663160) - 8 bombs within 200 yards of bridge but no hits; south edge of woods at STAFFELFELDEN on controller target, NRO. Strafed from HOUTDOLTZ to HUFFACH. Pontoon bridge strafed at V8510 - NRO. and another at V855120 - damaging a section.

Observations: NIL  
 Claims : Pontoon Section C-C-1, M/Y 3-C-1, Buildings 2-C-0.  
 Losses : NIL  
 Damaged : 1 P-47 cat 2, flak.  
 E/A : NIL  
 Times UP : 1030, 0915, 0945.  
 TPT : 1130, 0950, 1025.  
 Times Down : 1215, 1115, 1115.

ALL OTHER UNITS STOOD DOWN DUE TO GROUND CONDITIONS.

WESTERN FRENCH AIR FORCE: No Operations.

G.A.F. Activity 29/30 January

There were no visual sightings of enemy aircraft during this period. An estimated 15 plus single engined fighter aircraft comprising one flight of JG53 (German Group NO.) was in STRASBURG- KARLSRUHE area from 0930 to 1030 hrs. This report came from ground sources but there was no allied contact. Formation did not cross RHINE and appeared to have mission of free-lance patrol in line of communication area only. There was also a recce in Seventh Army area between 1545 1615 hours. There were approximately 25 sorties along southern sector of front during the 24 hour period.

STATUS OF COMMUNICATIONS

9 F/B and 7 T/R missions resulted in observations in the following areas:

1. SAARLAUTERN, KAISERSLAUTERN, HEUSTADT, LANDAU, PIRMASENS.
2. KARLSRUHE, HIRDEMBERG, HIELEFON, PFORZHEIM.
3. OFFENBURG, FREIBURG, COLMAR.

P/R was flown and observations were scant due to weather.

MOSELLE - RHINE - TRIANGLE

The Seventh Army front was generally quiet. Rail activity in the KAISERSLAUTERN, KARLSRUHE, SAARBRUCKEN triangle was chiefly observed in the yards. No rail movement was observed on the lines from SAARBRUCKEN to LANDAU or from SAARBRUCKEN to NEUSTADT.

Roads in the vicinity of SAARBRUCKEN appeared to be heavily travelled and heavy M/T traffic was observed in all directions out of LANDAU. Elsewhere in this area no unusual road activity was observed, but it has been reported that M/T traffic was increased in the Western portion, rail traffic having been interrupted by bombing.

RHINE VALLEY & KARLSRUHE to BASLE

No significant movements were observed in the RHINE VALLEY South of KARLSRUHE, but photo cover of 29 January shows rail bridges serviceable at BREISACH and NEUBURG.



CONFIDENTIALKARLSRUHE - MANNHEIM - STUTTGART Area

Rail activity between MANNHEIM and HOCHENHEIM was reported heavy in both directions. Heavy movement to the East was also reported between KARLSRUHE and ILLINGEN.

INTELLIGENCE COMMENTARY

1. Further indications of troop and vehicle movements North from the WISSEMBOURG, LANDAUROURG, area to possible entraining points in the ANNWEILER, LANDAU, NEUSTADT, SPEYER, GERMERSHEIM area.
2. Observations of unusual movements eastward across the RHINE.

9TH A.F.

29/30 Night - 29 a/c

- 13 Defensive patrol TIER (V22) OBERSTEIN (L 72).
  - 13 Intruder, TIER, KASSELANTERN (R09) HUMBINGHEN (L37), DAUMHOLDEN.
  - 3 A/R 3rd US Army front.
- Claims: M/T 17-0-75, Locos 2-0-0, RR cars 7-0-0.  
Losses: NIL

30 Day 9th Bomber Div. No Operations.  
54/7 a/c Total.

9th TAC: No Operations.

19th TAC: 23/0 A/R, 3rd Army - aborted.

9th TAC: 12/4, 3 missions, gave cover to 5th Armored Div., destroying bridge at E-0821.

RECCO: 19/3 Losses: NIL Claims: Rd bridge 1-0-0.

8TH A.F.

29/30 Jan

59/50 Mosquitoes over BERLIN (275) 63.5 tons, good.

Day 30 Jan: No Operations.

2 T.A.F.

Night 29/30 Jan - 74 total.

25 Mosquitoes A/R Rail and roads: North of LUHR and roads in area of ZWILLER (285) 11.5 tons.

37 Defensive patrols over SCHEIDT, ZIMMER, ZIE, AND LUHR - uneventful.

12 Recce.

Claims: M/T 11-0-121, TRG 0-0-90, Locos 0-0-1, RR cuts 1-0-0.  
Losses: NIL

Day 30 Jan - 19 total

17/0 A/R aborted due to weather.

2 Weather Recce.

Claims: NIL Losses: NIL

R.A.F.

NO Operations.



CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 30

Period 291800 to 301800

| MISSIONS                                   |        |       | CLAIMS   |                     |
|--|--------|-------|--|---------------------|
| XII TAC                                    | FR TAC | TOTAL | FR TAC   |                     |
| 16   | 3      | 19    | M/T 3-C-1 Pontoon Section 0-0-1<br>Buildings 2-0-0 |                     |
| SORTIES                                    |        |       | XII TAC  |                     |
| XII TAC                                    | FR TAC | TOTAL | M/T 1-0-5  | Rd bridge* 1-0-0    |
| F/B 38                                     | 23     | 61    | Pontoon section                                    | M/Y * 0-0-1         |
| Ftrs 3                                     | 0      | 3     | Bldgs 28-0-4                                       | Radio station 0-0-1 |
| Tac/R 14                                   | 0      | 14    | RR cars 7-0-22                                     | HDV 0-0-12          |
| Total: 55                                  | 23     | 78    | Locos 1-0-5  | Tunnel* 0-0-1       |
| TONNAGE: 30.5 G.P.<br>.5 I.B.<br>2.6 Frags |        |       | RR cuts* 4   |                     |
|  |        |       | Estimated 150 troops and 20 horses killed          |                     |

\* LOCATIONS: Road Bridge (R - 856404) M/Y (R - 625585)  
Tunnel (R - 797148)  
RR cuts 1 each at (R - 9882) (R - 7914) 2 at (R - 8540)

| LOSSES    |         |         |                               |
|-----------|---------|---------|-------------------------------|
| Lost      | Damaged | Missing | XII TAC: 1 P-47, Cat 1, flak. |
| XII TAC 0 | 1       | 0       | FR TAC: 1 P-47, Cat 2, flak.  |
| FR TAC 0  | 1       | 0       |                               |
| Total: 0  | 2       | 0       |                               |

42 BOMB WING: No operations due to weather.

## XII TAC

415 Night Fighter Sqd. Night 29/30 Jan.

3/3 Beaufighters flew 3 intruder missions in the WISSEMURG, LANDAU, KARLSRUHE, STUTTGART, areas, and the last mission also dropping leaflets on LUDWIGSHAFEN and KARLSRUHE.

Observations: No rail activity in area covered between 2335 and 0135 hrs.

At this time all convoys were headed in southerly and westerly direction.

Amber lights observed in sky at 2,000 feet between WISSEMURG and LANDAU.

Claims: M/T 6-0-6

Losses: NIL

E/A: NIL

CONFIDENTIAL

CONFIDENTIAL

50th Group: No operations Due To Weather.

324th Group - 14/14, 3 missions.

14/14 P-47's flew 3 air cooperation missions in French sector. Attacked towns of WIDENSOLE (V8340) destroying 4 buildings; URSCHENHEIM (V8143) - destroying 15 buildings; BURENHEITZEN (V8243) - destroying 4 buildings and damaging 2. An abbreviated A/R was flown in French battle area due to bad weather.

Observations: Fire on East side of SELESTAT. 10 stationary M/T in town at (V805447) facing West.

Claims: M/T 0-0-3, Buildings 23-0-8.

Losses: NIL

Damaged: 1 P-47, cat 1, flak.

E/A: NIL

Tonnage: 6.5 G.P., 5 I.B.

Times Up: 0855, 0845, 0900.

TOT: C935, C925, 0930.

Times Down 1010, 0950, C945.

358th Group, 36/24, 3 missions.

12/0 P-47's aborted a rail cutting mission East of SAVERIE on order of controller due to weather in target area (between R8864 and S0762).

24/24 P-47's flew 2 D/B missions attacking RR bridges at HELMSTADT. (R98829) cut tracks with near misses between bridge and tunnel, damaging tunnel; RR bridge at S-059713, a primary target, was not attacked due to heavy haze and fog, but M/Y at BRUCHSAL (R65) was attacked. 6 direct hits in M/Y damaging it and destroying 4 buildings, starting fires around yard. Train of 60 cars going S. FREUDENAL (R9943) hit, destroying loco. Rail movement in STUTTGART area successfully attacked - both bombed and strafed.

Observations: At R4307 seven (7) balloons at 1,000 ft. At R8620 airborne soon with 1 twin engine plane on ground. Field appeared active. At R9786 two dummy bi-planes on ground. Heavy road traffic in vicinity of LANDAU moving in all directions.

Claims: Locos 1-0-5, M/T 1-0-2, RR cars 7-0-22, Buildings 5-0-2, HDV 0-0-12, M/Y C-C-1 (R625585) Tunnel 0-0-1 (R797148) Radio station 0-0-1, Road bridge 1-0-0 (R856404) RR cuts 4, (R98829, R850404, R856404, R797148).

Losses: NIL

Tonnage: 18 G.P.

E/A: NIL

Times Up 0814, 0806, 0801.

TOT 0945 - 0955, 0830 - 0950.

Times Down 0910, 1018, 1025.

371 Group: No Operations Due To Weather.

Prov Recce Group - 14/14, 7 missions.

14/14 F-6's flew 7 missions of visual reconnaissance covering the areas COLMAR, MANNHEIM, STUTTGART, but hampered by poor visibility.

Observations: These observations are the basis for the Communication Status Report and the observations of the Tac R's are therein contained and evaluated.

Claims: NIL

Losses: NIL

E/A: NIL

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT SECRET

In reply cite: D-4951 Jan 31.

Internal Address:

From: 1st TACAF Prov 310155A

To : Air Staff SHAEP (OPS RECORD)  
Air Staff SHAEP (REAR OPS RECORD)  
Ninth Air Force  
Second TAF  
Air Ministry War Room  
Sixth Army  
USSTAF  
Signed Seville

To : USSTAF 310450A  
Air Ministry

Night 29/30 - 3 sorties, 3 intruder missions. Last mission also dropped leaflets on Ludwigshafen and Karlsruhe. Claims: M/T 6-0-6.

Day 30 January 78 sorties, 19 missions. Medium bombers did not operate due to weather.

12 P-47s dive bombed RR bridge at R-98829 Helmsdorf--15 X 500 GP several near misses.

12 P-47s on Bruchsal M/T--12 x 500 GP--M/T damaged.

37 P-47s on 6 air cooperation missions to First French Army in Colmar area.

14 A/C on Tactical Reconnaissance Colmar, Bitch, Mannheim, Strasbourg, Karlsruhe, Lichter, Stadl.

Tonnage: 30.5 GP, .5 IB, 2.6 frags.

Claims : M/T 4-0-6, RR cars 7-0-22, Locom 1-0-5, road bridge 1-0-0 (R-856404), Buildings 30-0-4, M/T 0-0-1 (R-6258), radio station 0-0-1 (R-618387), HDV 0-0-12, Tunnel 0-0-1, estimated 150 troops and 20 horses killed, RR cuts 4 (1 at R-9882), 2 at R-8540, 1 at R-7914), Pontoon section 0-0-1.

Losses : NIL.

USSTAF MAIN DISTRIBUTION:

ACTION: D/Ops (5)

INFO : D/CG Ops  
D/Intel (4)  
Stat Control (2)  
C/S  
AG Records

USSTAF MAIN IN 11893



THE MAKING OF AN EXACT COPY OF THIS MESSAGE OR ANY PART THEREOF IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

319.535  
XAX V XXXX

XAX AEW V AFA AAT NR 9 URGENT URGENT C O N F I D E N T I A L  
AEW T AEW  
XAX T AAE AMY

FROM HQS FIRST TACTICAL AIR FORCE (PROV) 310335A  
TO USSTAF (MAIN) ATTN D/OPS  
SHAFT AIR (MAIN) OPS RECORDS  
SHAFT AIR (STANMORE) OPS RECORDS  
AIR MINISTRY WAR ROOM WHITEHALL

C O N F I D E N T I A L BT  
NR D 4953 FIRST TAC AF (PROV)  
MULTIPLE ADDRXXX ADDRESS  
FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 30  
PERIOD 291800 TO 301800

PART I BOMBERS  
NO OPERATIONS DUE TO WEATHER.

PART II FIGHTERS AND FIGHTER BOMBERS  
F/BOMBERS FIGHTERS  
A AIR COOPERATION INTRUDER MISSIONS  
ARMED RECCE LEAFLET DROP  
DIVE BOMBING R. R. BRIDGES

B 38 F-47S 3 BEAUFIGHTERS  
12 F-63

D 38.3 TONS G. P. BY F-47 NIL  
.3 TONS L.B. BY F-47  
2.6 TONS FRGXXX FRAGS BY F-47

E NIL NIL

F NIL NIL

G NIL NIL

H NIL NIL

PART III RECCE  
TAC REC 14-14 F-6  
NO CLAIMS NO LOSSES NO I/A SIGHTED

AA FIRST FRENCH ARMY ANNEX SEVENTH U.S. ARMY

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

BB 37-37 P-47

37-37 P-47

CC 12.5 TONS G.P. BY P-47  
.5 TONS I.B. BY P-47  
2.6 TONS FRAGS BY P-47

18 TONS G.P. BY P-47

DD M/T 3-2-4  
BUILDINGS 25-2-2  
H.D.V. 2-2-10  
PONTOON SECTION 2-2-1

RADIO STATION 2-2-1  
TUNNEL 2-2-1  
R.R. CUTS 4  
ESTIMATED 150 TROOPS AND  
20 HORSES KILLED.  
M/Y 2-2-1  
RD BRIDGE 1-2-2  
NYKY M/T 1-2-2  
R.R. CARS 7-2-22  
LOCOS 1-2-3  
BUILDINGS 3-2-2

EE NIL

NIL

FF FLAK: LIGHT MEDIUM INTENSE  
INACCURATE AT V-8636. HEAVY  
MODERATE ACCURATE AT V-8310.  
HEAVY MEDIUM LIGHT INTENSE AND  
ACCURATE AT MUNCHHAUSEN. MEDIUM  
INTENSE ACCURATE AT VUENHEIM.  
HEAVY SCANT INACCURATE AT  
V-67301 LIGHT MODERATE ACCURATE  
AT V-648133.

FLAK: INTENSE HEAVY  
HORNMTACH, Q-6265, Q-6975.  
MODERATE HEAVY V-812405,  
MANN HEIM. SCANT HEAVY  
V-826437. VISSEMBOURG,  
LANDAU, ZWEIERUCKEN. INTENSE  
LIGHT R-8620, R-8340. MODERATE  
LIGHT MANNHEIM, R-6187. SCANT  
LIGHT V-812405, R-9984.

GG NIL

NIL

--- SAVILLE ---

BT 310335A  
AS FOR CC  
CC PSE INSERT BETWEEN B AND DDD  
BETWEEN B AND D  
C 61 P-47S  
14 P-6S  
DG VH LAIT NOR C LITH R  
SAEV K WITH R PSE  
AEV R.....310524A EC BBB

3 BEAUFIGHTERS

1017/31

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

IN THE STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

OF PRIORITY CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

IN REPLY CITE: XVAF D 2943

31 JAN

FROM: HQ 15TH AF 312338A

INTERNAL ADDRESS:

TO : HQ USSTAF 010327A  
HQ 7TH AF  
HQ UK BASE KTOUSA  
HQ USSTAF ADV REDLINE  
CASERTA  
LAE

TO : AGRAR  
FROM: TRAINING  
SGD : WAKER  
RPTD: C 11 C 12AF, CO USSTAF ADV AND  
REAR, 8TH AF

Status for 31 January.

A Moosbierbaum oil refinery. B 15th AF. D 235 Ports and 570 Libs and 90 Lightnings and 246 Mustangs. E 217 Ports and 460 Libs and 84 Lightnings and 215 Mustangs. F 1356 tons at 1308/1442 hours by Pff HRO, most crews report strong Pff signal and good runs. G 48 tons on Graz AF with very good results. H 48 tons on 11 scatterer minor targets. I thru M Nil. N lost 8 Libs and 1 Mustang missing incomplete reports. O 21. P 2. Q Lightnings also drop chaff and strafed rail line north of Graz destroying 1 loco and damaging 1 loco and 16 cars loaded with vehicles. Some non-effective bombers were crowded on bomb runs due to unavoidable weather delays and difficulty in spacing 700 bombers over 1 target. Some Pff malfunctions were experienced and some crews reported radio jamming. 1 Fighter Group did not participate in Moosbierbaum operation because of previous assignment on special escort mission.

A Special supply mission. B 15th AF. D 7 Lightnings. E 7 Lightnings. F 3 Lightnings dropped supplies as briefed. G thru M nil. N lost 1 Lightnings. Q 4 Lightnings provided escort. Also strafed in Villach area claiming 3 locos destroyed and 25 freight cars damaged. Supplies carried by Lightnings in drop belly tanks.

A Supply to North Italy. B 15th AF. D 18 Libs. E 2 Libs. F 34 containers and 10 packages dropped. G thru " nil. Q 12 Libs unsuccessful due to weather and mechanical reasons and lack of reception. 4 Libs not yet returned to base and results unknown.

A Photo Recon. B 15th AF. D 21 Lightnings. E 19 lightnings. F 9 Photo aircraft covered targets in Austria, Yugoslavia and Italy. G thru M nil. Q 10 Lightnings provided escort to 9 Photo aircraft. Operational highlights 15th AF. This is the greatest tonnage dropped on any 1 target by this AF. Each group split into 2 sections for quicker take off and rally and to conserve fuel and bombed in 2 waves 1 hour apart. No JASAF RAF operations this period annex 1. TAC STAFSUI negative.

USSTAF DISTRIBUTION:

1. HQ 15th AF (5)  
2. HQ 7TH AF  
3. HQ UK BASE KTOUSA  
4. HQ USSTAF ADV REDLINE  
5. CASERTA  
6. LAE  
7. AGRAR  
8. TRAINING  
9. SGD : WAKER  
10. C 11 C 12AF, CO USSTAF ADV AND REAR, 8TH AF  
11. D/C OPR  
12. stat CMT  
13. at RECORDS  
14. D/INT (4), C/S

USSTAF IN 1907A

CONFIDENTIAL

2222

Night 31/1: No operations due to weather.

76 a/c conducted R/R in the tactical area (MUNSTER A97, RHINE-VS1).  
 Little movement seen due to weather.  
 24 a/c conducted Recce  
 2 a/c on fighter operations in tactical area.  
 Claims: 1/2 in air 1-0 O. M. 3-1, 1000 0-0-6; R/R cars 0-0-4.  
 Losses: 2 a/c, not due to enemy action.

94 27

Flight 31/1: No operations due to weather

Day 1 Feb -- (total services 240 - 150 Patients, 240 Frys).

9th Bomber Command

41/22 a/c on LINES 180 A/P bridge, 41 tons, NRO.  
38/16 a/c on LINES 183 A/P bridge, 31 tons, NRO.  
20/16 on LINES 186 A/P bridge, 30 tons, NRO.  
22/16 on SHELLEMAN communications center 23.5 tons, NRO.  
24/21 on BAINES-RENN-98 communications center, 31 tons, NRO.  
19/16 on BAINES-107 communications center, 31 tons, NRO.  
0/16 on target of opportunity-LINES 180, 23.25 tons, NRO.  
0/17 on WITNESS-145 ship, 35 tons, NRO.  
4 a/c on road function-14511.3, 9 tons, NRO.  
22 a/c aborted due to weather.  
Claims: Nil. Losses: Nil.

9th T. : - (total sorties 173/109)

22 a/c gave escort to W/E.  
35/34 a/c gave escort to W/E and conducted A/R.  
40/43 a/c attacked W/E at 053157H. 0535  
61/55 a/c conducted A/R in the EUS-12000, BOMB-553, LINGER-P60, and ROE-  
LIVE-660 areas.  
Tonnage: 52 Gt 5 98 Pags.  
Closest: Rail cars 17, Stage 45-C-25, Gun positions O-C-2, R/R cars  
25-C-13, highway onto 3, LARGES C-C-6. Losses: Nil.

19th TUG - (light green - 1/10)

37/32 a/c provided for bombs Chains. Nil. losses: Nil.

29th TAC: No operations due to weather.

8/2 a/c conducted Recces.

g:n AF

Total sorties 1005 -- (659 Bombers, 346 F-86's).

307/74 LORRAINE-550 R/R center, 100 5 GP, 36 5 IB, NRO.  
156/70 LINDSEY-AVEN R/R center, 171.2 GP, 34.2 IB, NRO.  
C/36 KREWE-410, alternate target, 103 tons GP, NRO  
0/270 MULTIPER, alternate target, R/R bridge, 698.8 GP, 132.8 IB, NRO.  
120/26 WESCH-424 R/R bridge, 66 tons GP, NRO.  
116/113 WASH road bridge, 115 tons GP, NRO.  
0/13 BARTH-265 city, 30.5 GP, NRO.  
0/11 PEORIE-1173, 22 2 GP, 5 5 IB, NRO.  
0/3 Targets of opportunity, 7 3 GP, 1.5 IB, NRO.  
Claims: Nil. Lessee: 1 e/c, cause unknown

306/278 Fighters provided escort.  
Claims: Nil. Losses: 1 a/c, mechanical.



CONFIDENTIAL

R. A. F.

Night 31/1 - (total sorties 14).

- 6 a/c on MOISEBORG-151 Benzol Plant, 3 tons, NCO.  
8 a/c on MORTIMERD-AY2 Benzol Plant, 10.5 tons, NCO.  
Claims: Nil, Losses: Nil.

Day 1 Feb - (total sorties 160)

160/156 MUNCHER GUNSHOTS FOR R/A center. 441.1 HB, 272.5 IB, PRO.  
Claims: Nil Losses: Nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL



CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

COSUM NUMBER 32

Period 311800 to 011800

| <u>MISSIONS</u> |               |              |       | <u>CLAIMS</u>  |                |                |       |
|-----------------|---------------|--------------|-------|----------------|----------------|----------------|-------|
| <u>XII TAC</u>  | <u>FR TAC</u> | <u>TOTAL</u> |       | <u>XII TAC</u> |                |                |       |
| 7               | 3             | 10           |       | Loco           | 0-0-1          | R/R cars       | 1-0-1 |
|                 |               |              |       | Bldgs          | 12-0-0         |                |       |
| <u>SORTIES</u>  |               |              |       | <u>LOSSES</u>  |                |                |       |
| <u>XII TAC</u>  | <u>FR TAC</u> | <u>TOTAL</u> |       | <u>Lost</u>    | <u>Damaged</u> | <u>Missing</u> |       |
| F/B             | 48            | 25           | 73    |                |                |                |       |
|                 |               |              |       | XII TAC        | 0              | 3              | 0     |
| TONNAGE: GP     | MP            | Frgs         | Total | FR TAC         | 0              | 2              | 0     |
| 23.25           | .95           | 1.43         | 25.63 | Total:         | 0              | 5              | 0     |

XII TAC: 1 P-47 damaged Cat 1, flak and 2 P-47's damaged Cat 1, landing accident.

FR TAC: 2 P-47's damaged Cat 1, flak.

42 BOMB WING: Missions cancelled due to weather.

XII TAC

415 Night Fighter Sq - Night 31/1: No missions due to weather.

50th Group

12/0 P-47's airborne, but jettisoned bombs and returned to base. Not considered sorties, as bomb line was not crossed.  
Claims: Nil. Losses: Nil. Time up 0830, time down 0935.

324th Group - (3 missions, 27 sorties).

30/28 P-47's provided air cooperation for the US 7th Army. Targets attacked were the towns of MUKSHEN-V8538, BALTZENHEIM-V8643, and a road bridge at URSCHENHEIM-V517038 - 18 x 500 dropped in bridge area, but all were misses. Total tons dropped: 13.5 GP, and .95 MP.  
Claims: Loco 0-0-1, R/R cars 1-0-1, Bldgs 12-0-0. Losses: Nil.  
Damaged: 1 P-47 Cat 1 flak. and 2 P-47's Cat 1 landing accidents.  
Times up 0745, 0820, 0800, times down 0930, 1020, 0945.

358th Group - (3 missions, 36 P-47's dispatched).

12/0 P-47's dispatched for an air cooperation mission, but were recalled due to weather. Considered sorties, as bomb line was crossed.  
24/0 P-47's airborne, but recalled due to weather. Not considered sorties, as bomb line was not crossed.  
Claims: Nil. Losses: Nil.  
Times up: 0845, 0902, 0835.  
TOT: --, --, 0900-0910.  
Times down: 0935, 0917, 0930.

371st Group - (1 mission, 8 sorties).

8/8 P-47's provided air cooperation to the US 7th Army. Target was to be rail cuts at R7505-(WILDBERG), and a recon of M/T and rail movement in this area was to be conducted. Due to weather obscuring target,

CONFIDENTIAL

CONFIDENTIAL

controller ordered bombs to be dropped at H0060 through overcast.  
Results not observed. 4 tons of GP dropped.  
Claims: Nil. Losses: Nil. Time up 0800, time down 1015.

Prov Reco Group: Stood down due to weather.

FIRST FRENCH AIR CORPS

3rd Group - (3 missions, 25 sorties).

26/17 P-47's provided air cooperation to the First French Army. No specific targets were attacked, but by request from controller 11 x 260 frags and 23 x 500 GP bombs were dropped in the general area of ICNAUTE-SCHENGEN-W52, NFO. Total tons dropped: 5.75 GP and 1.43 Frags.

Claims: Nil. Losses: Nil.

Times up : 1505, 1605, 1535.

Times down: 1655, 1/21, 1656

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

Observations: Fires in towns at V827438 and V815430. One horse drawn vehicle at W130970 moving North. 6 to 8 camouflaged piles at W145965. One loco no steam up and 6 R/R cars facing North at W035504. 23 R/A cars at W02556. Scattered R/R cars on railroad East of DINGELINGEN-W1071. 50 plus R/R cars, no locos at W0348. 20 plus R/R cars in W/Y at W2179. Undetermined number of R/R cars in OFFENBURG W/Y. Artillery flashes from East side of Rhine between V9330 and V9374. Large fires at RAITZELHEIM. Small fires at BIESHEIM and WADEN SOLEN. Flak: Intense heavy at V8040, V8244, N-1 BREISACH. Intense light at V9044, BREISACH, MARKLESHEIM, V8538, and V8243. Moderate light at V8244.

GAF ACTIVITY: Nil.

STATUS OF COMMUNICATIONS

Flights of enemy movement were restricted by the continued poor operational weather. No TAC/1 or R/A was flown. There are indications that enemy withdrawals and realignment of forces are increasing in magnitude.

MOSELLE RIVER TRIANGLE

Significant observations of movement in this area were nil. The importance of Ludwigshafen as a rail center in handling a large percentage of the movement in this area is borne out by observations since the 16th of January.

RHINE VALLEY KARLSRUHE TO BASLE

There were indications of activity in the Strassbourg-Achern-Offenburg triangle, involving the possible movement of armored units. Enemy forces appear to have withdrawn from the area northeast of Colmar along the Rhine.

INTELLIGENCE REQUIREMENTS

1. Indications of enemy withdrawals from the Colmar pocket, with especial reference to the character of the traffic.
2. Especial significance attaches to troop movements and concentrations of the enemy forces in the Hardt Forest area.
3. Possible outtraining points at LUTTERBURG, WISSENBURG, AUWELLER, LANDAU, NEUSTADT, SPEYER and ZIMMERBACH in the southeastern portion of the Moselle-Rhine triangle should continue to be observed.
4. Further indications of the movement of possible armored units in the Strassbourg-Achern-Offenburg triangle.

AEW XAH XSM V AFA AAT 1 URGENT  
AEW T AEW  
XAH T AAH AMY  
XSM T XSM

FROM FIRST TACTICAL AIR FORCE (PROV) 1/0155A  
TO USSTAF (MAIN) ATT.D/OPS. SHAEF AIR (MAIN) OPS RECORDS. SHAEF  
AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL,  
HQ NINTH AIR FORCE, HQ 2ND TAF.

RNR D 20 FRXXXXX FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 31  
PERIOD 301800 TO 311800

PART I BOMBERS

NO OPERATIONS DUE TO WEATHER.

PART II FIGHTERS AND FIGHTER BOMBERS

| F/BOMBERS         | FIGHTERS      |
|-------------------|---------------|
| A AIR COOPERATION | ESCORT        |
| ARMED RECCE       |               |
| RAILWAYS          | LEAFLET DROPS |
| B NIL             | NIL           |
| C NIL             | NIL           |
| D NIL             | NIL           |
| E NIL             | NIL           |
| F NIL             | NIL           |
| G NIL             | NIL           |
| H NIL             | NIL           |

ANNEX

|                    |                   |
|--------------------|-------------------|
| AA 7TH U.S. ARMY   | FIRST FRENCH ARMY |
| BB THROUGH GG NIL. |                   |

SAVILLE

BT 1/0155A  
J.L.H. STNS AS F OR KKK WITH R  
VAEW KKK WITH R

AEW R.....010334A OFM K

RECEIVED

2207

1013/01

FEB 1 1955 03 35

THIS PAGE IS UNCLASSIFIED

319.55-  
1/2

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

IN DE STRATEGIC AIR FORCE IN EUROPE

INCOMING MESSAGE

URGENT LATERAL CONFIDENTIAL

In reply cite: D 86

February 2nd

From : First Tac AF Prov

To : USSTAF Main Attn: D/Ops, SHAFF Air (Main)  
Ops Records, SHAFF Air (Stammore) Ops Records,  
Air Ministry War Room Whitehall, HQ Ninth Air  
Force, HQ 2nd TAF, 6th Army, USSTAF

First Tactical Air Force (Prov) opsum No. 32 period 311800 to  
011800.

Part I. Bombers.  
No operations due to weather.

Part II. Fighters and fighter-bombers.

| <u>Bombers</u>                     | <u>Fighters</u> |
|------------------------------------|-----------------|
| A. Air cooperation                 | Nil             |
| B. 112 P-47's                      | Nil             |
| C. 53 P-47's                       | Nil             |
| D. 13.5 tons G.P.<br>.95 tons W.P. | Nil             |
| E. 9 tons G.P.<br>1.96 tons frags  | Nil             |
| F. Nil                             | Nil             |
| G. Nil                             | Nil             |
| H. Nil                             | Nil             |

Part III. Recce. No recce due weather.

|   |                   |
|---|-------------------|
| A. 7th U.S. Army  | First French Army |
| B. 86/76 P-47's   | 26/17 P-47's      |
| C. 25.41 tons   |                   |
| D. locos 0-0-1, RR cars 1-0-1 blids 12-0-0  |                   |
| E. Nil  | Nil               |
| F. No E/A. Flak: intense heavy at V 8040, V 8244, NEU Breisach.<br>Intense light V9044, Breisach, Markelsheim, V 8538, V 8243.<br>Moderate light V8244. |                   |
| G. Nil  | Nil               |

USSTAF DISTRIBUTION:

USSTAF Main in 15261

Action : D/Ops (5)

Info : D/Ops D/Intel (4) Stat Control (2) O/S  
AG Records

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

CONFIDENTIAL

SASAB

EMERGENCY BROADCAST



XAH XSM AEW V AFA AAT NR 10 0 0 0  
XAH T AAH AMY  
AEW  
X-M

FROM 1ST TACAF (PROV) 030600A  
T USSTAF (MAIN) ATT. D/OPS  
SHAEF AIR (MAIN) OPS RECORDS  
SHAEF AIR (TANMORE) 92 431943  
AIR MINISTRY WAR ROOM WHITEHALL  
HQ NINTH AIR FORCE  
HQ 2 ND TAF  
SIXTH ARMY  
USSTAF  
CONFIDENTIAL BT

D-161 FIRST TAC AF (PROV)

MULTIPLE ADDRESS

CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 33

PERIOD I 011800 TO 021800

PART I BOMBER

43/41 B-26S OFFENBURG BARRACK W-162867 62 TONS GOOD RESULTS.  
22/18 B-26S ZELL W22470 FULE DUMP 27.9 TONS GOOD RESULTS.  
33/27 B-26S RAMSBACH AMMO DUMP W-3090 36 TONS EXCELLENT RESULTS.

NO LOSSES NO DAMAGE FLAK: SCANT HEAVY RAMSBACH.

PART II FIGHTERS & FIGHTER BOMBERS

A ARMED RECCES  
RAILWAYS  
AIR COOPERATION  
NIGHT FIGHTERS

ESCORTS TO MEDIUM BOMBERS  
SWEEPS  
SUPPLY DUMPS

B 7 BEUFIGHTERS  
649 P-47S

11 SPITFIRES

C-7  
C7 BEAUFIGHTERS  
649 P-47S

11 SPITFIRES

D 365 TONS G.P. BY P-47  
505 TONS W.P. BY P-47  
7 TONS SAP BY P-47  
12. TONS I.B. BY P-47  
7.67 TONS FRAGS BY P-47

NIL

E NIL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

OPS RECORDS

Blank

4/4/45  
40/Hotel Station

15472

F NIL

IFIED

NIL

## ANNEX

AA SEVENTH U.S. ARMY

FIRST FRENCH ARMY

BB 649 P-47S  
86 B-26S

11 SPITFIRES

CC 432.72 TONS

DD M/T 82-0-130 LOCO 1-0-27 BLDGS 115-0-24 BARGE 0-0-4 ROAD CUTS  
2 R/R CUTS 6 R/R CARS 129-0-320 HDV 2-0-65 M/Y 0-0-3 AM MO  
DUMP 1 PNTON BRIDGE 1-0-1 R/R CUTS 35 RD BLOCK 9 STORAGE  
TANKS 0-0-2  
RD BRIDGES 2-0-0 TANKS 0-0-5 R/R BRIDGES  
0-0-4 AFV 15-0-0 AMMO WAREHOUSE 1-0-0  
STAFF CARS 0-0-1 GUN POSITIONS 2-0-0

EE NIL

NIL

FF E/A NIL ANTI AIRCRAFT.

FLAK: INTENSE HEAVY NEUFBREISACH, MANNEHIM, V-8521, W-0929,  
HORNBAACH, SAARGUMUND, ZWEIBRUCKEN, SOULTZ. MODERATE HEAVY  
NEUSTADT, R-1625, R-3042, W-1096, S-0671, S-0764, W-5090, W-1177,

V-8536, V-6925 W-2374, NEUF BREISACH, HARNBACH, W-1794, EKXXXXX  
KEHL. SCANT HEAVY WIS-EMBOURG, MELTZ, BITCHE, OFFENBURG, W-5390,  
R-5063, R-4050, Q-9147, W-1585, R-4767, R-6561, R-2036, R-1505,  
V-8586, W-9080, V-6730, B NEUSTADT, SPEYR, NEUFREISACH, BREISACH,  
MANNEHEIM, HORNBAACH, ACHERN, R-1821, FORBACH,  
INTENSE LIGHT BREISACH, NEUSTADT KAISERSLAUTERN, NEUF BREISACH  
R-1625, R-6358, W-7384, W-2664, S-0240, W-1893, S-0873, W-3365,  
R-1020, W-0929, R-5262, R-7889, R-7979, V-8586, V-7218, OTTERSWEIL  
HORNBAACH Q-9537, BAD KREUZNACH MODERATE LIGHT BITCHE W-5390,  
R-9953, R-0862, Q-7852, R-9884, Q-8955, V-8537, S-6708, V-8632,  
R-2107, V-8536, V-9045 M-6516: V-9238, V-8834,  
BREISACH, VILLENCEN, R-2153, R-8196, V-9949, R-6139. SCANT  
LIGHT HEILBRUNN W-7543, R-9983, W-5185, V-8632, W-6561,  
NEUSTADT, X MANNHEIM, ACHERN, WIS-EMBOURG, R-1667.

GG 4 P-47S LOST 1 P-47 N.Y.R.

BT 030600A

---- SAVILLE----

AS F/C

CC IN ADD TO WA (STANMORE) OPS RECORDS  
CC IN C WA 7 BEAUFIGHTERS

649 P-47S

NOT 249 AS SENT

C IN PARA CC 432.72 TONS IMI 432.72

CC IN PARA FF LINE 7 WA R-1505, R-4060 SAME PARA NEXT LINE  
WA NEUSTADT SPEYR

LINE 12 WA V-7218, OTTERSWEILER

JG AS FOR K WITH R

AEW KK WIRXX WITH R

AEW R.....03/0844A OFM KK

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1023

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

SED

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

SECRET

IN REPLY CITE: D 4927

JAN 30

INTERNAL ADDRESS:

FROM: HQ FIRST TAC AF PROV

200952A

TO : AIR STAFF SHAFT (OPS RECORDS),  
AIR STAFF HEAD (OPS RECORDS),  
NINTH AF, 2ND TAF, AIR MIN  
WAR ROOM, 6TH ARMY, USSTAF

TO : HQ USSTAF

300917A

SGD : ROYCE

Night 28/29 January no operations due weather. Day 29 January. Missions 76 sorties 595. 102 B-26s were over alternate target Bundenthal (R-052560) M/Y. Due to clouds and bad weather only 43A/C dropped 85.25 tons Demo bombs. MPO 59 A/C returned to base with bombs.

380 fighter bombers gave air cooperation to US 7th Army and First French Army and A/R in Mulhouse, Eisenheim, Offenburg, Baden Baden, Hagenau, Karlsruhe, Korms, Frankenthal, Wimbachheim, Rastatt, Rissenburg, Spayer, Landau, Pirmasens, Mulheim area dropping 185.20 tons. TAC/R made 10 photo and 38 Vls sorties. 10 Spits on fighter sweeps. Area Saarlautern, Offenburg, Colmar, Saarbrücken. Uneventful. 55 fighters gave escort to medium bombers.

Claims: Lotos 1-0-10, RR cars 43-0-153, tanks 10-0-19, staff cars 1-0-2, AFV4-0-0, MDV 14-0-8, bldgs 69-0-12, RR cuts 6, road blocks 7, M/Y 0-0-5, pentoon bldg 1-0-1, barges 0-0-3, trailers 0-0-1, radar station 0-0-1, snow plows 0-0-2.

Losses: 2 P-47s destroyed, flak. 2 P-47s CAT 3. 2 P-47s CAT 2 landing. 2 P-47s CAT 1 flak. 1 P-47 CAT 1 landing. 1 Spit CAT 1 landing. 1 B-26 CAT 1 flak.

## USSTAF MAIN DISTRIBUTION:

ACTION: D/CPS (5)

INFO : D/C OPS

C/S

D/INT (4)

STAT CONT (2)

USSTAF MAIN IN - 14926

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

319.32-  
JEJE V JEND NRS. 00

T SAC

SAC T AEW AFA SAC AMY

JEJE V JEJE -0-  
QVR1  
FROM 1ST TACAF (PROV) 388252A

TO: USSTAF (MAIN) ATT. D/OPS,

SHAFF AIR (MAIN) OPS RECORDS,

SHAFF AIR (STANMORE) OPS RECORDS,

AIR MINISTRY WAR ROOM WHITEHALL

CONFIDENTIAL BT

D-4923 FIRST TAC AF (PROV)

MULTIPLE ADDRESS FIRST TACTICAL AIR FORCE (PROV)

~~CONFIDENTIAL~~ CONFIDENTIAL

OPSUM NO. 29

PERIOD 281800 TO 291800

PART I BOMBERS  
-----

48/43 B-26 BUNDENTHAL M/Y R-852568 85.25 TONS N.R.O.

44/41 B-26 M/Y R-3529 DID NOT BOMB DUE WEATHER.

17/14 B-26 M/Y Q-9873 DID NOT BOMB DUE WEATHER.

TAMW 5/5 B-26 M/Y Q19873 DID NOT BOMB DUE WEATHER.

CLAIMS: NIL

LOSSES: NIL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FLAK: 1 BURST HEAVY FLAK RASTATT.

E/A: NIL

THIS PAGE IS UNCLASSIFIED

~~CONFIDENTIAL~~

PART II FIGHTERS & FIGHTER BOMBERS

F/BOMBERS

FIGHTERS

A ARMED RECCES  
RAILWAYS  
AIR COOPERATION

ESCORTS TO MEDIUM BOMBERS  
SWEEPS

B 380 P-47

12 SPITFIRES 43 P-47'S

C 380 P-47

12 SPITFIRES 43 P-47'S

D 171 TONS G.P. BY P-47.  
1.9 TONS W.P. BY P-47.  
4.25 TONS INC. BY P-47.  
2.85 TONS FRAGS BY P-47.  
6.85 SAP BY P-47.

NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

E NIL

NIL

F NIL

NIL

G 4 P-47'S ANTI AIRCRAFT

NIL

H 4 P-47'S

NIL

ANNEX

AA SEVENTH U.S. ARMY

FIRST FRENCH ARMY

BB 461 P-47'S

22 SPITFIRES

CC 185.23 TONS

DD LOCOS 1-8-18 RR CARS 43-8-153 M/T 33-8-64 TANKS 18-8-19 A.F.V.  
4-8-8 STAFF CARS 1-8-2 H.D.V. 14-8-8 BLDGS 69-8-12 R.R. CUTS

CLASSIFIED: NIL

LOANED: NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

6 ROAD BLOCKS 7 M/Y 8-8-5 PONTOON BDCS 1-8-1 BAGGES 8-8-3 TRAILER  
8-8-1 RADAR STATIONS 8-8-1 SNOW PLOWS 8-8-2

EE NIL

NIL

FF FLAK: SCANT, HEAVY FRANKENTHAL, WORMS SCANT, LIGHT M-4516, SCANT  
LIGHT AND SCANT HEAVY M-5819. MODERATE HEAVY COLMAR. MODERATE  
LIGHT Q-8145. SCANT HEAVY V-8045 AND V-7334. SCANT LIGHT 4-115  
125. SCANT HEAVY BREISACH. MODERATE LIGHT V-8551, LIGHT HEAVY  
INTENSE LIGHT R-1717. SCANT HEAVY, SCANT LIGHT R-238216. SCANT  
LIGHT KARLSRUHE. SCANT HEAVY GREMSHEIM R-4674. SCANT LIGHT  
SCANT HEAVY SPEYER. SCANT HEAVY BITCHE. INTENSE LIGHT Q-8048.  
SCANT HEAVY, SCANT LIGHT Q-9993. MODERATE LIGHT, SCANT HEAVY  
R-4958. INTENSE LIGHT Q-8155 AND R-8948. SCANT HEAVY NR-2427,  
MODERATE LIGHT R-8833. SCANT HEAVY V-8251. MODERATE LIGHT  
V-805325. SCANT HEAVY 10 MILES NORTH OF HOGENAU. SCANT HEAVY  
Q-8448 AND BITCHE. SCANT HEAVY W-8855. MODERATE HEAVY AND  
MODERATE LIGHT V-8918. MODERATE HEAVY NEW BREISACH. MODERATE  
LIGHT COLMAR. SCANT HEAVY V-745428 AND V-785432. SCANT HEAVY  
V-865473 AND V802553. SCANT LIGHT V-845485. MEDIUM HEAVY  
FRENSTADT. SCANT HEAVY Q-925647 AND Q-978657. MODERATE LIGHT  
INACCURATE GRIELWEILER. LIGHT SCANT INACCURATE V-628133. LIGHT  
MEDIUM SCANT INACCURATE COLMAR.

GG 4 P-47'S.

ROYCE

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*W/lt 7 Apr 1968*

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

CO SUM NUMBER 29

Period 281800 to 291800

| <u>MISSIONS</u>                    |               |                |          |       | <u>CLAIMS</u>  |            |               |            |       |
|------------------------------------|---------------|----------------|----------|-------|----------------|------------|---------------|------------|-------|
| <u>XII TAC</u>                     | <u>FR TAC</u> | <u>42 B WG</u> | <u>T</u> |       | <u>FR TAC</u>  |            |               |            |       |
| 63                                 | 9             | 4              | - 76     |       | R/R cars       | 0-0-20     | M/T           | 2-0-22     |       |
| <u>SORTIES</u>                     |               |                |          |       | <u>XII TAC</u> |            |               |            |       |
| <u>XII TAC</u>                     | <u>FR TAC</u> | <u>42 B WG</u> | <u>T</u> |       | Locos          | 1-0-10     | R/R cars      | 43-0-133   |       |
| Ftrs                               | 43            | 22             | - 65     |       | M/T            | 33-0-42    | Tanks         | 10-0-19    |       |
| F/B                                | 326           | 54             | - 380    |       | Staff cars     | 1-0-2      | AFV           | 4-0-0      |       |
| M/B                                |               |                | 102      | - 102 | EDV            | 14-0-8     | Bldgs         | 69-0-12    |       |
| Tac/R                              | 48            |                | - 48     |       | R/R cuts *     | 6          | Rd blocks *   | 7          |       |
| Total:                             | 417           | 76             | 102      | - 595 | M/Y *          | 5          | Pontoon bdg * | 1-0-1      |       |
| <u>TONNAGE: GP MP IB Frags SAP</u> |               |                |          |       | Barges         | 0-0-3      | Trailers      | 0-0-1      |       |
| (185.23)                           | 171           | 1.9            | 4.25     | 2.08  | 6.0            | Radar sta. | 0-0-1         | Snow plows | 0-0-2 |

\* LOCATIONS: R/R cuts- 2 at W710866, 1 each at V893115, V890102, V885093, R085370.  
Road blocks- 2 at V835458, 1 each at Q925647, V365392, R125145, R093280, Q8058.  
Pontoon bridges- 1 destroyed at R4555, 1 damaged at R4657.  
M/Y's- 1 each at Q9993, W7787, M4505, W7387, M08MS.

LOSSES

|         | Lost | Damaged | Missing |   |
|---------|------|---------|---------|---|
| XII TAC | 4    | 5       | 0       | XII TAC: 2 P-47's destroyed, flak.<br>2 P-47's Cat 3.<br>2 P-47's Cat 2, landing<br>2 P-47's Cat 1, flak.<br>1 P-47 Cat 1, landing, pilot OK. |
| FR TAC  | 0    | 1       | 0       | FR TAC: 1 Spit Cat 1, landing, pilot OK.  |
| 42 B WG | 0    | 1       | 0       | 42 B WG: 1 B-26 Cat 1, flak.  |
| Total:  | 4    | 7       | 0       |   |

42 BOMB WING - (4 missions, 102 sorties).

320 Group

48 B-26's off at 1200 to bomb M/Y at R302835. 5 a/c returned early due to engine trouble. 43 a/c over target 1400 - no attack due to overcast. Dropped 341 x 500 demo bombs on alternate target, EUDENTHAL M/Y-R052-560, at 1420. 3 x 500 salvaged at R0673, malfunction, due clouds, NED.  
Losses: Nil. Damaged: Nil. Tonnage: 85.25.  
Observations: Crews reported 50 to 80 M/T going South at Q9537 at 1417 hours; white column of smoke or fire mushrooming out to large white cloud 2000 yards East of formation just as they broke from bomb run at 1421 at R0058 - believed to be rockets.

17 Group

44 a/c off to bomb M/Y at R1647. 3 a/c returned early due to engine trouble. 41 a/c over primary target 1515 - no bombs dropped due to overcast. Over alternate target - M/Y at R3529 at 1541 - no bombs dropped due to

CONFIDENTIAL

CONFIDENTIAL

overcast. All bombs returned to base at 1642.  
 Losses: 1 B-26 damaged Cat 1, flak.  
 Observations: 1 burst heavy flak over LAZAR area. No results, escort good.

31 Group

- 17 B-26's off at 1330 - target K/Y at Q9073. 4 returned early - 3 mechanical, 1 spare. Overcast prevented attack. 1 bomb salvoed in vicinity of target - armed due to bombardier error. 13 a/c returned 1620.  
 Losses: Nil.

34 Group

- 5 B-26's off at 1250 to K/Y at Q9073 - turned back at Q9048 at 1428 hours due to weather. All bombs returned at 1455. 24 a/c scheduled, but due to taxi accident on strip, 6 planes were blocked.  
 Losses: Nil.

XII TAC

415 Night Fighter Sq - Night 28/29 Jan: No operations due to weather.

50 Group - (6 missions, 74 sorties).

- 28 P-47's gave escort to Mediums.  
 46 P-47's gave close cooperation.  
 Claims: 1/T C-C-2, Tanks 5-C-6, AFV 3-C-3, HDV C-C-5, Bldgs 10-C-C, Road blocks 2 - Q925047, R125145.  
 Losses: Nil. Tonnage: 11 GP, 52 Frags, 15 WR.  
 Observations: Following towns on fire: V778440, V778455, V825513, V832537.  
 Times up : 0856, 1300, 1249, 0856, 1559, 1610.  
 Times down: 1110, 1501, 1523, 1058, 1720, 1715.

324 Group - (8 missions, 72 sorties).

- 57 P-47's gave close cooperation.  
 15 P-47's gave escort to Mediums.  
 Claims: R/R cars C-C-2, Bldgs 21-1-C, HDV 3-C-0.  
 Losses: Nil. Tonnage: 19.25 GP, 2.25 IB.  
 Observations: 2 ME-109's on deck 2 miles South of BREISACH at 1655 hours - no contact.  
 Times up : 1600, 1220, 1335, 1420, 1150, 0920, 0955, 1035.  
 Times down: 1730, 1750, 1540, 1530, 1320, 1055, 1130, 1215.

358 Group - (10 missions, 112 sorties).

- 91 A/R sorties in HAGELAU, KARLSRUHE, BREITEN-17149, OFFENBURG, DREIS, SPEYER, LA'DAR areas.  
 11 a/c gave close cooperation in GAMBESLIN area-R1113, on concentration of tanks both sides of road.  
 8 a/c on controller directed bombing mission on ammo dump.  
 Claims: Loco 1-C-10, Trailers C-C-1, Snow plows C-C-2, Barges C-C-3, Radar station C-C-1, R/R cars 47-C-113, 1/T 20-C-32, Staff cars 1-C-2, Tanks 5-C-13, AFV 1-C-C, HDV 1-C-0, Bldgs 14-C-7, R/R cuts 3, Road blocks 2, Pontoon bridges 1-1-C, K/Y 5.  
 Losses: 2 P-47 to flak - 1 pilot killed, 1 bailed out at R0615, 2 P-47's Cat 3 pilots OK, 2 P-47's damaged Cat 1 flak.  
 Tonnage: 67.25 GP, 6 SAP, 2 IB, 1.50 Frags, 1.75 WP. Total 77.50 tons.  
 Times up : 1015, 1222, 1203, 1150, 0710, 0800, 0838, 1539, 1530, 1520.  
 Times down: 1233, 1420, 1400, 1400, 1500, 1010, 1054, 1749, 1730, 1750.

CONFIDENTIAL

All close cooperation services in FREIBURG, DOLMAR, MÜLSHEIM, EISENHEIM,  
SAVINGE, etc. and areas.

Claims: N/T / 0 3 H/W 10-0-3, Elders 2+2-, R/R cuts 3.

Losses: 2 2-1/2" s damaged Oct 2 landing, 1-47 Cat 1 landing.

Observations. R/R bridge at V859.21 appeared intact. Pontoon bridge over Rhine at AC 27. Fires at V7743, V8144, V8149

Times up : 1324, 1114, 1123, 1050, 1400, 0243, 0813, 0745, 1430, 1645, 1624.

Times down: 1700, 1311, 1421, 1237, 1507, 1610, 0945, 0941, 1550, 1715,  
1740.

10 flow the ...

38 flow Visual Analogue

Claims: Nil. Losses: Nil.

FIRST FRENCH AIR CORPS

12 Escort sorties.

10 Fighter sweeps.

Claims: Nil. Losses: 1 Spit Car 1, landing, pilot safe.

E/A: Nil, Items: Nil.

54 A/R in OCEAN, MICHIGAN, OFF SHORE areas

Claims: 17/1 2.C-22, R/R cars C-C-20, 1 .,T loaded with troops destroyed.

Losses: Nil.

ALL OTHER UNITS STOOD DOWN DUE TO GROUND COMBINE INS.

CONFIDENTIALGAF ACTIVITY - 29 Jan.Reported by XII TAC:

Estimated 35 to 50 S/E fighter sorties on SAAR/RHINE Front daylight period 29 January comprising one flight of 15 plus fighters of J 53 in SPEYER area from 1050 to 1205 hours. Enemy aircraft very unaggressive, and although sighting allied fighter bomber formations, went out of way to avoid combat. Also isolated strafing incidents, little damage reported.

4 to 6 possible Jet a/c active from GIEBELSTADT area. 2 ME-262's dropped bombs at W805500 at 1454 hours. No damage.

Remainder of enemy air activity confined to Recce, including 2 ME-109's which landed in STUTTGART/BOCHTERDINGEN area.

Reported from other sources:

At 1230 hours 4 ME-109's strafed 8 machine guns at Q6547, flying East to West. One dropped an American fuel tank.

At 1240 hours 3 ME-109's strafed north of Landotte Cub Strip, destroying one L-4. AAA engaged and destroyed 1 ME-109.

STATUS OF JOINT ARMY MOVS

Improved weather during the day permitted extensive reconnaissance of both Army fronts, although observations were somewhat restricted in the Western portion of the US 7th Army front.

Generally speaking, there were no notable indications of either heavy concentrations or withdrawals of enemy forces.

MOSELLE-RHINE TRIANGLE

The Western portion of the triangle was generally quiet, and little significant activity was observed. Road traffic from SAARBRUCKEN to ZWEIBRUCKEN and PIRLSHEIM was light; the autobahn H-E from KAISERSLAUTERN was snow-covered and untraveled nearly half way to WORMS, and from BAD-DURKHEIM to LUDWIGSHAVEN the road was also snow-covered and bad. Roads South and East of PIRLSHEIM, however, appeared well used, with traffic apparently moving chiefly South and East. Marshalling yards at KAISERSLAUTERN and EMBURG were fairly full, but no significant rail activity was observed.

One rail bridge at HUTSCHENHAUSEN-Q774912 was seen to be damaged, with South-bound traffic blocked, but North-bound passable.

In the South-east portion of the triangle, M/T and troops were observed, especially in the vicinity of SELZ and on the road from LAUTERBURG to LANDAU, moving chiefly towards the North. One large convoy was sighted between LANDAU and KARLSRUHE - no direction given. There were no points of congestion, however, nor other indications of a concentrated withdrawal.

RHINE VALLEY KARLSRUHE TO BASLE

No significant movements were observed either into or out of the COLMAR pocket. Bridges at CHALAMPE-NUREMBERG and BREISACH were intact.

INTELLIGENCE REQUIREMENTS

1. Observations of possible entraining points for troops seen to be moving North from LAUTERBURG, namely, LANDAU, NEUSTADT, GERMERSHEIM, SPEYER, and KARLSRUHE and along the road from LANDAU to ANNWEILER.
2. Observations of further movements in this area indicative of a continued thinning out, or possible withdrawal.
3. Indications of possible thinning out in the COLMAR pocket.

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

## 2 TAF

Night 28/29 Jan. (141/140).

- 37 Mosquitoes on A/R in MUNSTER-97, EMB-204, BOCHOLT-226, HANNOVER-X32 areas. Attacked R/R, trains and barges.  
 37 Mosquitoes on defense patrols in ARNHEM area.  
 13 on Recce.  
 50 Mosquitoes against rail and highway movement in battle area.  
 Claims: W/T 2-0-22, Barges C-C-30, Loco C-C-14, TRG 500 plus damaged.  
 Rail cuts 3.  
 Losses: Nil.

Day 29 Jan. (307).

- 60 Bombers all aborted due to weather.  
 121 a/c on A/R in battle area, MUNSTER and LIEF areas.  
 29 a/c on prearranged air cooperation, rail cuttings in APPELDORN/DEVELCOB-204 area, successful.  
 54 on Recce.  
 43 on defensive patrol and escort to Bombers.  
 Claims: E/A on ground 1-1-7, W/T 7-0-23, Barges C-C-1, Loco C-C-14, TRG 3-C-30, Rail cuts 10.  
 Losses: Nil.

## 8th AF

Day 29 Jan. (1831/1709 - 1153/1094 Bombers, 573/615 Ftrs).

- 231/93 Forts on KATSELE 020 Hinkel AFV Plant, 242 tons, NRO.  
 194/144 Forts on SILBER-025 R/R center, 420 tons, NRO.  
 113/110 on NIEBELAH-STEIL R/R center, 326 tons, NRO.  
 C/104 on ODBERZ/ROGELLE R/R center, 30 tons, NRO.  
 C/154 Forts on KASSEL R/R center, 44 tons, NRO.  
 620/0 4 unidentified targets.  
 C/124 Libs on KALL R/R center, 329 tons, NRO.  
 206 Libs on MUNSTER R/R center, 568 tons, NRO.  
 9 Libs on SOEST-B23 R/R center, 24 tons, NRO.  
 37 Forts on BAD-RENNZACH-403 R/R center, 100 tons, NRO.  
 76 Forts on BIELEFELD-B58 R/R center, 24 tons, NRO.  
 35 Forts on DORELLE city, 100 tons, NRO.  
 2 Forts on 2 targets of opportunity, 6 tons, NRO.  
 673/615 a/c on Fighter operations.  
 Claims: E/A in air 4-0-1, E/A on ground 2-0-1.  
 Losses: 7 Bombers damaged by flak, 4 Fighters - 6 lost due to flak, 3 NTR.

## 9th AF

Night 28/29 Jan.

- 8 Black Widows on intruder patrols and Recce attacked W/T and R/R movement in KAISERSLAUTERN, TRIER and BUCHHEIMER areas.  
 Claims: W/T 2-0-0, Loco C-C-2, R/R cars C-C-2 and set fire to 2 factories.  
 Losses: Nil.

Day 29 Jan. (1439 - 552/327 Bombers, 887/827 Ftrs).

- 37/34 on BIELEFELD communications center, 63 tons, NRO.  
 106/65 on DORELLE R/R bridge, 120 tons, NRO.  
 37/34 on KALL communications center, 66 tons, NRO.  
 33/23 on WITTLICH city, 42 tons, NRO.  
 32/26 on MAYEN city, 52 tons, NRO.  
 42/39 on HADSCHEID village, 55 tons, NRO.  
 37/14 on DAUM city, 28 tons, NRO.  
 43/38 on ARNHEIM communications center, 52 tons, NRO.  
 69/59 on RHEINBACH communications center, 118 tons, NRO.



## CONFIDENTIAL

82/30 on RHEINHAL R/R bridge, 59 tons, NRO.

34 aborted.

0/2 on targets of opportunity, 1.5 tons, NRO.

Claims: Nil. Losses: Nil.

9 TAC - (286/268).

28/24 blind bombing R/R center and city STADTKILL.

38/38 escort to Mediums.

12/11 escort to Mediums and bombed A/R in vicinity of ROELENZ.

153/150 on A/R ST VITH, CRUM, AHRWEILER.

23/23 on special mission.

2 defensive patrol.

30/23 Recce.

Tonnage: 104 GP, 3 Frags.

Claims: W/T 285-0-241, ATV 11-0-10, Tanks 0-0-10, HDV 5-0-1, Bldgs 16-0-5, Highway cuts 29, R/R cuts 2, R/R cars 33-0-57, Barges 3-0-3.

Gun positions 3-0-2, 1 R/R bridge damaged.

Losses: 2 a/c due to flak.

29 TAC - (69/61).

47/46 A/R TRUM to VITBERG.

22/20 Recce.

Claims: W/T 10-0-3, R/R cars 16-0-10, Loco 1-0-0, R/R cuts 6, Bldgs 4-0-0, Factories 1-0-1.

Losses: Nil.

19 TAC - (532/493).

235/228 A/R IDELENZ, MAINZ, TRIER, TRUM area.

16/16 D/E R/R center at KAISERSLAUTERN-ROD.

145/141 Immediate cooperation to 3rd army.

48/48 Escort to Mediums.

10/10 Fighter sweeps in battle area.

12/10 Rail cutting missions along Rhine Mainz to Koblenz.

66/40 Rocco.

Tonnage: 191 GP, 47 RP, 18 Frags, 40 Paralms.

Claims: E/A on ground 6-0-9, Loco 6-0-0, Bldgs 27-0-4, W/T 506-0-

330, HDV 6-0-0, R/R cuts 15, Highway cuts 4, R/R cars 99-0-169,

AFV 23-0-6.

Losses: 3 a/c - 2 MYR, 1 flak.

RaF

Night 28/29 Jan. (770/644).

226/173 STUTTGART R/R center, 725 tons, NRO.

376/298 STUTTGART engine factory, 1265 tons, fair.

67/63 BERLIN city, 78 tons, NRO.

8/7 Mosquitoes on MAINZ, 6 tons.

6 Minelaying.

87 Counter measures.

Claims: Nil. Losses: 9 Heavies to flak, 1 Mosquito.

Day 29 Jan. (148/142).

148/142 Lancasters on KREFELD-A10 R/R center, 27 tons, NRO.

Claims: Nil. Losses: Nil.

NOTE: Front page correction: Road block which reads V365392 should be amended to read R365392.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCE IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

URGENT SECRET

In reply cite: D 4872

January 28th

From : 1st Tac Air Force Prov

Internal Address:

To : Hq USSTAF Via Redline Station  
Air Ministry Whitehall  
AASC MTO Naples

To Air Staff SHAEP (Ops  
Records), Air Staff SHAEP  
(Hear), (Ops Records), Hq  
Ninth Air Force, Hq 2nd TAF,  
Air Ministry War Room 6th  
Army, USSTAF  
From 1st Tac AF Prov  
Sgd. Royce

Night 27/28 no operations due weather. Day 28 no operations due  
weather. Claims nil losses nil.

USSTAF DISTRIBUTION:

Action : D/Ops (5)

Info : D/CG Ops  
D/Intel (4)  
Stat Control (2)  
C/S  
AG Records

USSTAF Main in 14535

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**CONFIDENTIAL**  
**HQ US STRATEGIC AIR FORCES IN EUROPE**  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

URGENT

CONFIDENTIAL

In reply cite: D 4871

January 28th

From : 1st Tactical Air Force Prov

To : USSTAF Main Attn D/Ops, SHAEF Air (Main) Op Records,  
SHAEF Air (Stannmore) Ops Records, Air Ministry War Room  
Whitehall Multiple address

First Tactical Air Force Force (Prov) opsun No. 28 period 271800 to 281800.

Part I: Bombers.

No operations due to weather.

Part II. Fighters and fighter-bombers

A through H nil.

Part III Recce

Nil

ANNEX

A through G nil.

**USSTAF DISTRIBUTION:**

Action : D/Ops (5)

Info : D/G Ops  
D/Intel (4)  
Stat Control (2)  
C/S  
AO Records

USSTAF Main in 14522

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**CONFIDENTIAL**

CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2  
AFO

374

COSUM NUMBER 28

Period 271800 to 281800

XII TAC: No operations due to weather.

42 BOMB WING: No operations due to weather.

FR TAC: No operations due to weather.

WFAP: 10 missions, 25 sorties - dropped 19 tons.

25/25 a/c bombed an ammunition dump at Belmore farm in the ROYAN sector. A total of 19 tons of bombs were dropped with good results.

An unreported number of a/c conducted Recce missions.

An unreported number of a/c conducted 1 Artillery Support mission.

An unreported number of a/c conducted 2 Effort missions.

Claims: Nil. Losses: Nil.

GAF ACTIVITY - 28 Jan.

Reports from Other Sources: 1715-1721 - 1 a/c reported landing.

STATUS OF COMMUNICATIONS

Again no observations were possible relative to the status of enemy communications on the 7th US Army or the First French Army fronts, but indications of enemy movements call for some further comment.

MOSELLE-RHINE TRIANGLE.

During the bad weather period which has prevented aerial observations, the enemy has had the opportunity to make full use of available road and rail facilities without interference from our air forces. There are indications, moreover, that the enemy's disposition has been undergoing some change. The most significant recent report relates to a possible withdrawal of one panzer division northward from the HAGENAU area.

RHINE VALLEY SOUTH OF KARLSRUHE.

No activity has been reported in the COLLAR pocket, but the enemy is presumably free to make full use of the main communication lines.

INTELLIGENCE REQUIREMENTS

1. The serviceability of rail connections south of BINGEN and east of KAISERSLAUTERN.
2. Indications of M/T and AFV traffic in the WORMS, SAARBRUCKEN, HAGENAU triangle.

9th AF

Night 27/28 Jan.

9/8 a/c on patrol in the US 1st Army, TRIER, PRUM-LO7 areas, and conducted A/R in the BAUNHOLTER area. Dropped 2 Napalm tanks and fired 6 rockets.

Claims: Nil. Losses: Nil.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

Day 28 Jan. (Total sorties 186 - 154 Bombers, 32 Ftrs).

Bombers 154/95.

22/19 a/c on KAISERSLAUTERN-R09 R/R overpass, 33.5 tons, NRO.  
 44/14 a/c on MAYEN-L69 communications center, 20.5 tons, NRO.  
 0/15 a/c attacked city of WITTLICH-L6392, 29 tons, NRO.  
 31/15 a/c on REMAGEN-F61 R/R bridge, 28 tons, good to excellent.  
 38/16 a/c on SINZIG-F61 rail bridge, 30 tons, excellent.  
 19/15 a/c on WILBER-L56 rail bridge, 28 tons, NRO.  
 0/1 a/c on targets of opportunity-L2143, 2 tons, NRO.  
 Claims: Nil. Losses: 4 a/c, MYR.  
 Total of 171 tons of bombs dropped.

9th TAC: No operations due to weather.

19th TAC. (Total sorties 32).

32/30 a/c gave escort to Medium Bombers.  
 Claims: Nil. Losses: 1 a/c, category E.

29th TAC: No operations due to weather.

No reconnaissance missions conducted due to weather.

## 2 TAF

Night 27/28 Jan. (Total sorties 42).

24 a/c on A/R and attacked enemy movements in the RHEYDT-F08, DRUHL,  
 BUSCHRODEN-F33, ENKLEFZ, BERGHEIM-F54 areas.  
 11 a/c on fighter operations West of RUHR.  
 7 a/c on Recces.  
 Claims: Nil. Losses: 2 a/c - 1 crashed at base, 1 unknown.

Day 28 Jan. (Total sorties 394).

213 a/c on A/R in the MUNSTER-A97, HAMM-B04, LORSTEN-A44, OSMARBUCK-W20,  
 BREMEN-V79, RHEINE-V81 areas.  
 119 a/c on prearranged support.  
 23 a/c on fighter operations.  
 39 a/c on recce.  
 Claims: M/T 1-C-9, Loco 4-C-6, TRC 3-C-50, Rail cuts 7.  
 Losses: 1 a/c.

## RAF

Night 27/28 Jan. (12 sorties).

12/8 on BERLIN-Z75, 7.1 tons, NRO.  
 C/1 on HANNOVER-X32, tonnage not reported.  
 0/2 on OSMARBUCK-W20 - no tons.  
 Claims: Nil. Losses: Nil.

Day 28 Jan. (153 sorties).

153/140 on COLOGNE-F45 M/Y, 737.9 tons, good.  
 Claims: Nil. Losses: 3 Bombers, due to flak.

## 8th AF

Total 1197 - (1006 Bombers, 191 Ftrs).

146/115 DORTMUND-A72/KAISERSTUHL-V94 benzol plant, 300.5, NRO to fair.  
 79/58 DORTMUND/CHERSENHAU benzol plant, 154 tons, NRO.  
 307/273 COLOGNE-F45/CREMBURG M/Y, 659.8 tons, NRO.  
 114/69 COLOGNE/ROSENOLLER-V19 bridge, 170.5 tons, good.  
 249/169 HOFENHUBBERT-A20 M/Y, 477.5 tons, good.  
 111/80 RHEINHAUSEN/DUISBURG-A21 R/R bridge, 224.5 tons, NRO.  
 0/36 DUISBURG-A31 M/Y, 104 tons, good.  
 0/5 HESSEL-B11, 17 tons, NRO.

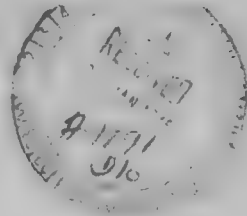
THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

O/9 LIEPSTADT-B44 city, 24.3 tons, IRO.  
O/38 DIEDSWALD-B58 city, 93.5 tons, IRO.  
O/10 DUISBURG highway bridge-A31, 29 tons, IRO.  
O/13 FREIMERSBACH-A30 city, 39 tons, IRO.  
O/16 Unidentified targets, 41.3 tons, IRO.  
Claims: Nil. Losses: 20 a/c. (9 to AA, 4 Cat E, 13 cause unknown).  
  
191 Fighters gave escort.  
40 Additional fighters from 301st Group operated with 9th AF.  
Claims: Nil. Losses: Nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L



THIS PAGE IS UNCLASSIFIED

31955

101.

URGENT SECRET TITEL

SECRET

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-1-80 BY

SECRET

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-1-80 BY

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-1-80 BY

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-1-80 BY

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

DATE 10-1-80 BY

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

LT 17-130

A FOR CR

14353

THIS PAGE IS UNCLASSIFIED

Action Taken  
H. H. H.

IT IS CONTAINED IN

11

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

1. The first group of people who are interested in the results of the study are the researchers themselves. They want to know how well the study was conducted and whether the results are reliable and valid. They also want to know how the study was funded and whether there were any conflicts of interest.

... ..

1. The first part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$ . It is shown that the solutions of the system (1) tend to zero as  $t \rightarrow \infty$  if and only if the matrix  $A$  is Hurwitz. The second part of the paper is devoted to the study of the asymptotic behavior of the solutions of the system (1) as  $t \rightarrow \infty$  if the matrix  $A$  is not Hurwitz. It is shown that the solutions of the system (1) tend to infinity as  $t \rightarrow \infty$  if and only if the matrix  $A$  is not Hurwitz.

*(continued)*

14-52

2012 / 21.05-12 00

JAN 5 1945 12 51 AM



THIS PAGE IS UNCLASSIFIED

919.55

1st TAF 2711

JEUS V JEJE 1136/27 -00-  
QVR1

FROM FIRST TACTICALAIR FORCE (PROV) 270345A  
WO USSTAF (MAIN ATTN D/OPS, SHAET AIR (MAIN) OPS RECORDS, SHAET AIR  
(STANMORE) OPS RECORDS, AIR MINISTRZ WAR ROOM WHITEHALL.  
CONFIDENTIAL BT

NR D4743 FIRST TAC AF (PROV)  
MULTIPLE ADDRESS  
CONFIDENTIALR

FIRST TACTICAL AIR SORCE (PROV)

OPSUM NO. 26

PERIOD 251300 TO 261300

PART 1 BOMBERS

NO OPERATIONS DUE WEATHER.

PART 11 FIGHTERS AND FIGHTER BOMBERS

F/BOMBERS

FIGHTERS

A. AIR COOPERATION

ESCORTS

B. 114 P-47

2 DB 7

7A-24

C. 96P-47

2 DB 7

V7 A-24

D. 46.5 GP-ONS

8.1 B

.52 FRAGS

1.1 WP

E. THROUGH NIL.

PART 111 RECCE

2 F-6

2 FEISLERS

ANNEX

AA. SEVENTH U.S. ARMY

1ST FRENCH ARMY

XX

BB. 114-96 P-47

33-33 P-47

CC. 41.5 TNS GP S

8. TONS IB

.52 TONS FRAGS

1.1 TONS WP

DD. BLDGS 23-8-10

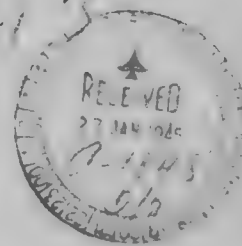
RR CARS 8-8-14

RR CUTS 1

M/T 1-8-19

ROAD BLOKS 2

TANKS 8-8-1



EE, NIL,

EE NIL,

FF, BETWEEN COLMAR AND STRASSBOURG, 2 UNIDENTIFIED E/A AT  
- 1600 HOURS - NO CONTACT.

FLAK; INTENSE NEWNYX HEAVY R 1327, MODERATE HEVY MODERATE ACCURATE  
V2718 HEAVY COLMAR R1618 R 1614, CANT HEAVY MEDIUM LIGHT INTENSE  
ACCURATE R1717 Q9935 R0628 ZWEIBUCKEN R2028 V681155 HEAVY INTENSE  
ACCURATE R 3450 TO R3455 Q8249.

GG, NIL

BT 270345A

4TH LINE DOWN AMEND TACTIVCAL AIR FORCE FORCE  
7TH LINE AMEND BOMBERS BOMBERS

IYA BBB

JEUS RD .....270515A SK K

G 10

1017/27

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

SECRET

In reply cite: D 4742

January 27th

From : 1st Tactical Air Force

To : HQ USSTAF

Internal Address:

Air Staff SHAEF (Ops Records), Air

Staff SHAEF Rear, (Ops Records)

HQ Ninth Air Force, HQ 2nd TAF,

Air Ministry War Room, 6th Army,

USSTAF

From 1st Tactical Air Force Prov

Sgt. Royce

Night 25/26 January no operations due to weather. Day 26 January 18 missions 127 sorties. 95 P-47's flew air cooperation to US Seventh Army and 19 P-47's flew air cooperation to First French Army. 2 aircraft flew 1 tac recon mission Strassbourg to the edge of Kaiserslautern, being called back due to bad weather at base. 5 A-24's flew a dive bomb mission against a fortification in Jaffe Royan sector, hits around target. Fighters flew 2 artillery adjustment missions. 2 B-7's flew 2 escort missions for A-24's. Tonnage: 46.5 tons group, 8 tons IB, .52 frags, 1.1 white phosphorous. Claims: buildings 23-0-10, RR cars 0-0-14, RR cut 1 (Q-819493), motor transport 1-0-19, road blocks 2 (R-157183) (V-778455), tanks 0-0-1. Losses: nil.

USSTAF DISTRIBUTION:

Action : D/Ops (5)

Info : D/CG Ops  
D/Intel (4)  
Stat Control (2)  
C/S  
AG Records

USSTAF Main in 14,219



THIS MESSAGE OR ANY PART THEREOF IS FORWARDED TO ALL PERSONS WHO ARE NECESSARY. THEY WILL BE PARAPHRASED AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE

SECRET

6

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

OSUM NUMBER 27

Period 261800 to 271800

XII TAC: No operations due to weather.42 COMB WING: No operations due to weather.FR TAC: No operations due to weather.WEAF: No reports received.GAF ACTIVITY - 27 Jan.

No M/A activity reported for period. Reports indicate that large scale reinforcements of the GAF on the Eastern Front are being made by withdrawal of GAF units from the Western Front. So far there is no definite indication as to the number of units involved, but it may likely affect units operating against the 7th US Army Front in the FRANKFURT and STUTTGART areas.

STATUS OF COMMUNICATIONS

No observations or reports have been received today relative to the status of communications on either the 7th US Army or the First French Army fronts. However, the indications of enemy movements as reported yesterday permit some further comment.

MOSELLE RHINE TRIANGLE

If the activity noted yesterday West of KAISERSLAUTERN was in fact caused by the detrainning of elements of the 2nd SS Division transferred from HUSKIRCHEN, those elements are probably to be found at present in wooded areas, and in the small villages situated at road intersections generally throughout the district Northwest of BITCHEM, especially between the ZIMMERBACHEN-PIELSEN road and the front lines.

Nothing further can be deduced regarding intended movements of the 9th SS Division reported yesterday to be headed into the LANDAU area, but it is probable that rail and road connections both West and South of Landau are in serviceable condition, permitting movements in either direction.

RHINE VALLEY SOUTH OF KARLSRUHE

In the COLE pocket, the enemy is still able to move necessary supplies and reinforcements over the main communication lines.

The main North-South line from KARLSRUHE to BASLE is believed still serviceable, with RHINE crossings open, including the road and rail bridges at BRUNSBACH and CHALATHE-NEUBURG.

INTELLIGENCE REQUIREMENTS

1. Further observations of rail movements South from BITCHEM and West and South from WIDENS, MALDEN, SPAYR, NEUSTADT and LANDAU.
2. Indication of M/T or AFV traffic in the KAISERSLAUTERN-SARREBUECKEL-BITCHEM triangle.
3. Indications of road traffic South of LANDAU.
4. Indications of troop, M/T and AFV concentrations in wooded areas and villages South of ZIMMERBACHEN.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

8 AF

No operations due to weather.

## RAF BOMBER COMMAND

Night 26/27 Jan - (8 sorties).

- 8 Mosquitoes on CASTROP/RAUXEL-A62 Power Plant, 14.3 tons HC, unobserved.  
Claims: Nil. Losses: Nil.

## 2ND BRITISH RAF

Night 26/27 Jan - (13 sorties).

- 10 Mosquitoes on patrol in the SCHIEDT-VILTO area - uneventful.  
3 Swordfish on anti-shipping patrol off Dutch coast.  
Claims: Nil. Losses: Nil.

Day 27 Jan - (37 sorties).

- 32 a/c on L/R in AMERSFOORD-L49, APPELOORN-L404, HUNSTER-L97, RHINE-V81 areas.  
27 a/c on prearranged air cooperation, all aborted due to weather.  
12 a/c on Becco, Tac/R Photo and Weather missions.  
15 a/c on Fighter operations - uneventful.  
Claims: 1/T 1-O-1, Locos 1-O-1, R/R cars 2-O-11, Rail cuts 1.  
Losses: Nil.

9 AF

Night 26/27 Jan: No operations due to weather.

Day 27 Jan.

9th Bomb Div: No operations due to weather.

9th T.G. - (167 sorties).

- 27 Missions, dropping 111.5 tons GP, 5.3 Frags, 24 Rockets and 24 Leaflet bombs.  
106 a/c on L/R AMERCOFF-L39, GEMUND-F11, and KALL-F11 areas.  
1 a/c Scrambled - uneventful.  
Claims: 1/T 181 O-189, AFV 10-O-14, Locos 1-O-1, R/R cars 32-O-10, Gun positions 3-O-2, Bldgs 16-O-29, HDV 0-O-2. Road cuts 26.  
Losses: Nil.

19th TAC. No operations due to weather.

29th TAC - (56 sorties).

- 34 a/c on L/R in KALL-F14, BOMM-F53 and MUSS-F28 areas - dropped 29 tons GP, 5.9 Frags.  
Claims: 1/T 10-O-1, Bldgs 34-O-33, R/R cars 16-O-39, Bridges 1-O-2, Factories 1-O-3, Road cuts 1, Rail cuts 15.  
Losses: Nil.  
42/32 Beccos, Tac/R, Photo and artillery adjustment.  
Losses: Nil.

CONSOLIDATED CLAIMS - 9 AF: 1/T 191-O-190, Bldgs 50-O-62, HDV 0-O-2, AFV 10-O-14, Locos 1-O-1, R/R cars 48-O-49, Gun positions 3 O-2, Bridges 1-O-2, Factories 1-O-3, Road cuts 41, Rail cuts 15.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

St 11.11

A 1748

THE 1ST. DIVISION. AIRBORNE. (1944-1945)

1. (1944-1945) AIR. 1944-1945.

2. (1944-1945) AIR. 1944-1945.

3. (1944-1945) AIR. 1944-1945.

4. (1944-1945) AIR. 1944-1945.

5. (1944-1945) AIR. 1944-1945.

6. (1944-1945) AIR. 1944-1945.

7. (1944-1945) AIR. 1944-1945.

8. (1944-1945) AIR. 1944-1945.

9. (1944-1945) AIR. 1944-1945.

10. (1944-1945) AIR. 1944-1945.

11. (1944-1945) AIR. 1944-1945.

12. (1944-1945) AIR. 1944-1945.

NO OPERATION DUE TO WEATHER.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

0-45 11 FIGHTERS FIGHTER BOMBERS

4 THROUGH 11 MIL .

11 THROUGH 20 MIL.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

15715

JEA 2028/26

.0435 CW

0-45 11

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFD 374

OSUM NUMBER 26

Period 251800 to 261800

MISSIONS

| <u>WFAF</u> | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |
|-------------|----------------|---------------|--------------|
| 5           | 11             | 2             | 18           |

DEBTS

| <u>WFAF</u> | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |
|-------------|----------------|---------------|--------------|
| F/B         | 95             | 19            | 114          |

|                        |   |  |   |
|------------------------|---|--|---|
| Artillery<br>adjustmt. | 2 |  | 2 |
|------------------------|---|--|---|

|      |   |  |   |
|------|---|--|---|
| Ftrs | 2 |  | 2 |
|------|---|--|---|

|     |   |  |   |
|-----|---|--|---|
| D/B | 7 |  | 7 |
|-----|---|--|---|

|        |           |           |            |
|--------|-----------|-----------|------------|
| Tac/R  | 2         |           | 2          |
| Total: | <u>11</u> | <u>97</u> | <u>127</u> |

|          |      |     |      |     |       |
|----------|------|-----|------|-----|-------|
| TONNAGE: | GP   | IF  | Frag | WP  | TOTAL |
|          | 40.5 | 8.0 | .52  | 1.1 | 56.12 |

| <u>CLAIMS</u> |  |        |
|---------------|--|--------|
| WFAF          | XII TAC  | FR TAC |
| Nil.          |  | Nil.   |
| Bldgs         | 23-0-10  |        |
| R/R cars      | 0-0-14   |        |
| R/R cut *     | 1  |        |
| R/T           | 1-0-19   |        |
| Road blocks * | 2  |        |
| Tanks         | 0-0-1  |        |
| LOCATIONS:    | R/R cut at Q819493.<br>Road blocks at R157183,<br>and V778455. |        |

LOSSES

|         | Lost | Damaged | Missing |  |
|---------|------|---------|---------|--|
| XII TAC | 1    | 5       | 0       | XII TAC: 5 P-47's Cat 1, landing accident. |
| FR TAC  | 0    | 1       | 0       | 1 P-47 Cat 3, landing accident.            |
| Total:  | 1    | 6       | 0       | FR TAC: 1 P-47 Cat 2, flak.                |

42 BOMB WING: No operations due to weather.

XII TAC

4.5 Night Fighter Sq - Flight 25/26 Jan: No operations due to weather.

50th Group - (41/30, 3 missions).

41/30 P-47's flew 3 air cooperation missions, attacking town of HOLTZHEIMER-V765460 - 18 hits in town resulting in explosions and red smoke.  
14 a/c flew air cooperation to 1st French Army, attacking town of WIKERSCHLEER-V778455 - all bombs in target area, many large fires and 2 large explosions; strafed and damaged 1 large tank at V7846; 11 a/c were called back from air cooperation mission to 1st French Army due to weather.  
Observations: Many friendly M/T and troops moving South into town at V784475. 50% of vehicles had cerise panels.  
Claims: Bldgs 6-0-4, Tanks 0-0-1, M/T 1-0-0, Road block 1 at V778455.  
Losses: 1 P-47 Cat 3, landing accident, pilot safe.  
Damaged: 1 P-47 Cat 1, landing accident.  
Tonnage: 10.5 GP, .7 WP, .52 Frags.  
E/A: At 1500 hours between COLMER and STRASSBURG 2 unidentified a/c painted white were seen going East on the deck across the Rhine - no contact.

CONFIDENTIAL



CONFIDENTIAL

Times up : 1448, 1505, 1505.  
 TOT : 1500, 1600, - - .  
 Times down: 1636, 1700, 1700.

324th Group - (16/16, 2 missions).

16/16 R-47's flew 2 air cooperation missions attacking troops and tanks at MERTZWEILERS Q8650 - town left smoking; reconnaissance made of North end of HAGENAU Forest on controller request, and 15 M/T of 40 going South between KENDALL and LAUTERBURG were damaged by strafing; town at R157183 - all but 2 hit in town, causing road block on main street.

Observations: 200 boxcars seen in KAISERSLAUTERN M/Y around 1600 hours appeared damaged. Piece of KAISERSLAUTERN was called off as flight approached city due to base weather closing in. Flight turned around this side of Kaiserslautern, observed M/Y, but saw no movement or concentration other than the 200 boxcars mentioned. Rhine road bridge at R135097 appeared knocked out. 100 troops seen at R315500 walking South in groups on roads between LAUTERBURG and WISSEMBURG.

Claims: M/T 0-0-15, Bldgs 5-0-3, Road block 1 at R157183.

Losses: Nil. Damaged: 2 R-47's Cat 1; flak.

Tonnage: 5.5 GP, 1.5 IB (dropped on towns with GP's).

E/A: Nil.

Times up : 1430, 1515.

TOT : 1510, 1540.

Times down: 1610, 1625.

358th Group - (35/31, 3 missions): (4 aborted - 2 R.F., 1 hydraulic, 1 escort).

35/31 R-47's flew 3 air cooperation missions attacking town of ZINSWEILER. Q892375 hit M-2 part of town on main road. Also strafed ZINSWEILER starting fires. Sent to ZINSWEILER-Q8131 by controller - flight found it already on fire, but bombed anyway, MRO. Bombed and strafed UERWEILER Q8331 - fires started. 8 x 500 GP and 4 x 500 IB dropped in vicinity of R5020, MRO, and 16 x 500 GP and 7 x 500 IB eggbasketed near R2632, MRO.

Observations: Road bridge out at DRUSENHEIM R1717. Several barges seen crossing river in that area and against both banks. 1 Tank and 2 AFV seen going North out of DRUSENHEIM. 3 or 4 tanks seen in Trusenheim.

Claims: M/T 0-0-4, Bldgs 10-0-0.

Losses: Nil. Damaged: Nil. E/A: Nil.

Tonnage: 16.5 GP, 6.5 IB (15 x 500 IB on towns and 11 x 500 IB dropped on unknown targets at controller request).

Times up : 1410, 1353, 1255.

TOT : 1455-1600, 1425-1500, 1320-1440.

Times down: 1640, 1645, 1455.

371st Group - (21/18, 2 missions). (3 aborted - engine trouble).

21/18 R-47's flew 2 air cooperation missions attacking barracks - 2 buildings destroyed, 3 damaged, fire started, following recon north of BPTOL, requested by controller, 12 x 500 dropped on R/R bridge and approximately 20 boxcars on either side of bridge at Q819493 (in loco seen) - 1 rail cut made, but no hits on bridge.

Observations: Nil. Tonnage: 9 GP, 4 WP. E/A: Nil.

Claims: Bldgs 2-0-3, R/R cars 0-0-14, R/R cuts 1 at Q819493.

Losses: Nil. Damaged: 2 R-47's Cat 1, landing accident.

Times up : 1525, 1535.

TOT : 1555, 1615.

Times down: 1703, 1707.

CONFIDENTIALProv Recce Group - (3/2, 1 mission).

3/2 F-6's flew 1 mission of visual recce in STRASSBURG-HAGELAU area. Observations: 150 plus M/T stationary, facing south, and some moving south between SELZ-R23, and DRUSENHEIM-R1717. 100 plus troops in streets of Drusenheim, about 75 of which were marching east towards Rhine. 2/3 of bridge at Drusenheim intact. Bridges at R276277 and R292320 are out. 4 M/T going south into town at R1137. 8 M/T scattered going west from R2025 to R0726; roads in area appear to have been heavily travelled. Claims: Nil. Losses: Nil. Time up 1430, time over area 1515-1545, time down 1700.

FIRST FRENCH AIR CORPS3rd Group - (19/19, 2 missions).

19/19 P-47's flew air cooperation missions strafing, under controller order, north of Forest of BOLLWILLER-V641169, NRO, and west border of HAROT Forest, NRO. Observations: Nil. Claims: Nil. Losses: Nil. I/A: Nil. Damaged: 1 P-47 Cat 2, flak. Times up 1320, 1345, TOT 1400, 1413, times down 1520, 1530.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCE - (11/11, 5 missions).

7/7 A-24's flew one mission bombing a fortification in JAFFE-BOYAN sector - 5 tons GP dropped around target.  
2/2 Foislers flew 2 artillery adjustment missions.  
2/2 DB-7's flew escort to bombers.  
Claims: Nil. Losses: Nil.

GAF ACTIVITY - 26 Jan.

Y Service: Nothing to report.

Ground services: Nothing to report.

The only a/c which was sighted were two unidentified a/c painted white, and, therefore, probably enemy aircraft. These were sighted at 1500 hours by 50th Group between COLMAR and STRASSBURG. The a/c were on the deck and going east across the Rhine. There was no encounter.

STATUS OF COMMUNICATIONSMOSELLE-RHINE TRIANGLE

The north E/R bridge at BAD-MUNSTER is believed to be still unserviceable. Tac/R reports 20 trains and much activity just west of KAISERSLAUTERN, indicating that one or both of the E-W lines through WORMS and NEUSTADT are open. A captured enemy document indicates an intention to move two S.S. Divisions from LUSKIRCHEN in the Eifel sector into the PIRMASSEN-LEUNIKIRCHEN and LANDAU areas beginning 22 Jan. The activity west of KAISERSLAUTERN is in all probability the detrainning of elements of one of these divisions. The road net in this area is exceptionally favorable for detrainning and movement to the south on a broad front. The line LANDAU-ANNWEILER is also favorable for this type of operation.

RHINE VALLEY SOUTH OF KARLSRUHE

The main north south line KARLSRUHE-BASLE is believed to be serviceable.

INTELLIGENCE REQUIREMENTS

1. Further rail movement south from BINGEN and west WORMS-KAISERSLAUTERN, MAINHEIM-NEUSTADT and SPEYER-LANDAU.
2. Indications of M/T or AFV traffic on roads in KAISERSLAUTERN-SAARBRUCKEN-BITCHE triangle.
3. Indications of road traffic south of LANDAU.
4. Indications of troop concentrations, M/T and AFV parks in wooded assembly areas and villages south of ZWEIBRUCKEN.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

5. Indications of troop concentrations, M/T and AFV parks south of LAUTERBURG.

8 AF: No operations.

RaF: No operations.

2 TaF

Night 25/26 Jan.

19/17 Mosquitoes attacks 350 M/T in area of PRUM-L05, trains in WESSEL-  
A24 area, Bocholt, a20.  
Claims: M/T 4-C-150. Losses: Nil.

Day 26 Jan. - (147 - No Bombers).

105 A/R in area of EILDELD-B58, HUNSTER-A97, HALL-B04, EMERICH-L96,  
BOCHOLT-A26, WESSEL-A57.  
10 Air cooperation, factory north of HUNSTER.  
28 Fighter operations - uneventful patrols.  
4 Recce.  
Claims: M/T 4-C-22, Barges C-C-4, Locom 13-C-13, TRG 15-C-125.  
Losses: 2 a/c.

2 AF

Night 25/26 Jan: No operations.

Day 26 Jan - (359 - 32 Bombers, 337 Ftrs).

9th Bomb Div.

32/27 B-26's LUSHERMAN-F33 R/R bridge, 52 tons, excellent.  
Claims: Nil. Losses: Nil.

9th TaC - (41).

19 A/R in area of GELTUD, LUSHERMAN and AERORE-L39.  
4 Dropped leaflets I-2 of ST VITH-183.  
4 Defensive patrols.  
14 Recce.  
Losses: 1 a/c, flak.

19th TaC - (212).

145 A/R and air cooperation to 3rd Army, PRUM and LAISERSLAUF, also  
attacked bridge near PIRSTORI-L443.  
12 Defensive patrols.  
55 Recce.  
Losses: 1 a/c, Cat Z.

29th TaC - (73).

59 A/R BURKE-F14, LUSHERMAN, BRUEL-F44 and SCHLIEDER-F10. Attacked  
M/Y BELINDA-F08 and GREVENBROICH-F17.  
4 Defensive patrols.  
10 Recce.  
Losses: 1 a/c, unknown.

CONSOLIDATED CLAIMS: M/T 134-C-116, AFV 12-C-2, Guns 1-C-20, Locom 7-C-1,  
R/R cars 65-C-172, R/R cuts 8.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

IN REPLY THIS: D 4669

25 JAN

FROM: 1ST TACAF PROV VIA AIR STAFF SHAPE INTERNAL ADDRESS:

TO : AEW 252523A  
AIR DEFENSE COMD  
AIR MIN 41 SHALL  
2ND TAC

TO : AIR STAFF SHAPE OPS RECORDS, AIR  
STAFF SHAPE REAR, OPS RECORDS HQ  
9TH AF HQ 2ND TAP, AIR MIN WAR  
ROOM 6TH ARMY USSTAF

FROM: 1ST TACAF PROV  
SQD : ROYCE

Night 24/25 Jan no operations due to weather. Day 25 Jan total sorties  
A. 4 aircraft on tactical Recon. Claims nil. Losses: nil.

## USSTAF DISTRIBUTION:

ACTION: D/OPS (5)

INFO : D/C OPS  
D/INT (4)  
C/S  
AG RECORDS

USSTAF IN 13981

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

6

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

SECRET

In reply cite: D 4626

January 25th

From : 1st Tac AF

Internal Address:

To : HQS USSTAF  
Air Ministry Whitehall

To Air Staff SHAEP, (Ops Records),  
Air Staff SHAEP Rear, (Ops Records)  
HQ Ninth Air Force, HQ 2nd TAF,  
Air Ministry Whitehall War Room  
6th Army, USSTAF  
From 1st Tactical Air Force Prov  
Sgd. Boyce

Night 23/24 no sorties due weather. Day 24 January total sorties 197. 11/11 Spits conducted fighter sweeps in the Strassbourg, Freiburg, Basle, Mulhouse, Godmab area. 177/177 P-47's gave air cooperation to the Seventh US and First French Armies attacking targets in the Worms, Linkerkrum, Rhinzabern (R4158) and Hausen (V7347) area. 20/20 aircraft on recon. Total tonnage: 60.25 GP, 4.16 frags, 1.35 WP and 7 ton incendiary. Claims: BHUGS 8-0-8 RR cars 4-0-0, gun positions 1-0-0, barges 1-0-1, road bridges 1-0-2, 1 destroyed at W015417, IPA damaged. M4545 and V237138 CQA, rail cuts 5 (2 at R498585, 1 at R278563, R415587, M228530), road blocks 3 (M5444, W015417, M228528), tanks 2-0-0, supply dumps 0-0-2 (R510597, V880230) losses 1 P-47 due flak. Western French forces 4 Coastal Command missions. Half A to B. A ship has been hit.

USSTAF DISTRIBUTION:

Action : D/Ops (5)

Info : D/GO Ops  
D/Intel (4)  
Stat Control (2)  
C/S  
AG Records

USSTAF Main in 13865

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

K

JEAS4

JEUS V JEAR NR S 3178 / JEMM 1/B URGENT

T JEUS

T AFA

13867

TXKCFROM FIRST TACTICAL AIR FORCE (PROVWL 20310A  
TO USSTAF (MAIN) ATT. D/OPS, SHAEF AIR (MAIN ) OPS RECORDS,  
SHAEF AIR (STANMORE) OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL  
CONFIDENTIAL BT

DA624 1ST TAC AF WKPROV)

MTWXX MULTIPLE ADD

ESS

FIRST TACTICAL AIR FORCE (PROV)

OPSUM NO. 24

PERIOD 231800 TO 241800

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P  
A

NO OPERATIONS DUE TO WEATHER.

PA

T II FIGHTERS & FIGHTER BOMBERS

F/BOMBER

FIN// G// FIGHTERS

A AIR COOPERATION  
RAILWAYS  
SUPPLY DUMPS

SWEETS  
RECONNAISSANCE  
WEATHER

B 166 P-47

11 SPITFIRES

C 162 P-47

11 SPITFIRES

D 68.25 TONS L.P.W. BY I-47

NIL

4.1 TONS FRAGS BY P-47

7. TONS L.B. BS P-47

1.33 TONS V.P. BY P-47

E NIL

L M NIL

F NIL

NIL

HEAVY MACHINE GUN FIRE

ACCURATE VOL// GUNNING

THIS PAGE IS UNCLASSIFIED

11/1 2411 318.55

E E/A FILM ANTI AIRCRAFT: A

K 1 I-47

NIL

PA

T III RECONNAISSANCE

TAC/RCN

28-28

P-47

NO CLAIMS

NO LOSSES

NO E/A SIGHTED

ANNEX

M SEVENTH U.S. ARMY

EB 162 P-47

1ST FRENCH ARMY

2029/24 21

CC 72.76 TONS

ID BLDGS 8-8-8

RR CARS

-8-8

GUN POS. 1-8-8

BARGES 1-8-1

ROADBRIDGES 1-8-2

RAIL CUTS 1



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ROAD BLOCKS 3

SUPPLY DUMP 8-8-2

OIL TANK 2-8-8

M/T 8-8-2

II NIL

NIL

FF DLAK: LIGHT, SCANT, C// ACCURATE AT V 9778. MEDIUM MODERATE  
ACCURATE AT MUNDCHAUSEN. HEAVY MACHINE GUNS AT V 736153.  
N// MODERATE LIGHT INACCURATE AT FELDKIRCH. LIGHT, INTENSE,  
ACCURATE AT V 750128. MEDIUM, INTENSE, ACCURATE, BETWEEN  
V 660220 AND V 650150. MEDIUM, ON ROAD FROM AT V 757160 TO  
V 717120. HEAVY, INTENSE, ACCURATE AT V 85. HEAVY, INTENSE  
ACCURATE AT V 810160. HEAVY, SCANT, INACCURATE AT V 728161.  
LIGHT, INTENSE, INACCURATE AT V 740165. LIGHT, INTENSE  
INACCURATE AT V 790150. HEAVY, SCANT, ACCURATE AT V 7318.  
LIGHT, INTENSE, INACCURATE AT V 662160. LIGHT, INTENSE,  
INACCURATE AT V 770125. LIGHT, INTENSE, INACCURATE AT  
V 770110. MEDIUM, MODERATE, ACCURATE V 7618. HEAVY, MODERATE  
ACCURATE V 7618. HEAVY, MODERATE, ACCURATE AT V 780140.  
LIGHT MODERATE ACCURATE WEST AND NORTH EDGE OF NORTH FOREST  
MODERATE INTENSE, ACCURATE EISENHEIM. MODERATE, INTENSE,  
ACCURATE SOULZ, ROUFFACH. HEAVY, MODERATE, ACCURATE AT  
V 880230. LIGHT, INACCURATE BETWEEN COLMAR AND GERNA.  
HEAVY MACHINE GUN FIRE SOULZ AND ROUFFACH. HEAVY, INTENSE,  
ACCURATE VOLT COMPANY.

V 631105. LIGHT, SCAM ACCURATE V 6315. LIGHT SCAM  
ACCURATE V 398215.

CL 1 P-47

11 SPITFIRES CONDUCTED FIGHTER SWEEPS IN THE STRAESBOURG, F  
IEBURG,  
BASIL, MULHOUSE, COLMAR, LUXEUIL AREA.

ROYCE

BT 250310A

CCNS:

UNDER D FIRST PART SHOULD READ

D 6025 60.25 TONS G.P. BY P-47;

UNDER G FIRST PART SHOULD RET ALL ALL IN UPPER CASE

UNDER G FIRST PART SHOULD READ

G E/A NIL. AMT/M ANTI AIRCRAFT: 1 P-R// P-47

H 1 P-47

PART III RECONNAISSANCE

UNDER DD BLDGS 8-8-8

RR CARS 4-8-8

GUN POS. 1-8-8

UNDER FT FLAK:

ANY FURTHER NEEDED ?? K NO LET IT RIDE AS IS K

SENT NR 1-B 250655A JRH B1 K

X JEAR RD.....250656A

RBS

AS

THIS PAGE IS UNCLASSIFIED

2411

215 55

used 0 p 1st 7 AF

JEA 2024/24  
0800

JAN 25 2014 7 59 AM

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

AEW V JEJE 1183 --00--  
QVR 1

FROM FIRST TACTICAL AIR FORCE (PROV) 240520A  
TO UUSSTAF (MAIN) ATT. D/OPS, SHAEF AIR (MAIN) OPS RECORDS, SHAEF  
AIR STANMORE OPS RECORDS, AIR MINISTRY WAR ROOM WHITEHALL.

CONFIDENTIAL GR 500 BT

NR D-4554 1 ST TAC AF (PROV)

MULTIPLE ADDRESS  
CONFIDENTIAL

FIRST TACTICAL AIR FORCE (PROV)  
OPSUM NO. 23  
PERIOD 221800 TT 231800

PART ONE BOMBERS

NO OPERATIONS DUE TO WEATHER.

PART II FIGHTERS & FIGHTER BOMBERS

| F/ BOMBERS   | FIGHTERS                |
|--|-------------------------|
| A ARMED RECCES<br>RAILWAYS<br>GROUND FORCES COOPERATION  | SWEEPS                  |
| B 156 P-47'S   | 8 SPITFIRES<br>4 P-47'S |
| C 156 P-47'S   | 8 SPITFIRES<br>4 P-47'S |
| D 52.75 TONS G.P. BY P-47'S<br>2.3 TONS W.P. YY P-47'S<br>.13 TONS FRAGS BY P-47'S<br>3.75 TONS I.B. BY P-47'S | NIL                     |
| E NIL  | NIL                     |
| F NIL  | NIL                     |
| G NIL  | NIL                     |
| H 1 P-47 FLAK  | --NIL                   |

PART III RECONNAISSANCE

13710

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

TAC/RCN 8-8 P-47  
NO CLAIMS NO LOSSES NO E/A SIGHTED

ANNEX

AA SEVENTH U.S. ARMY 1ST FRENCH ARMY

BB 138 P-47 V30-30 P-47

CC 71.25 TONS G.P. BY P-47'S 11.5 TONS G.P. BY P-47'S  
3.75 TONS I.B. BY P-47'S  
2.3 TNS W.P. BY P-47'S  
.13 TONS FRACS BY P-47'S  
-----

|    |                   |        |
|----|-------------------|--------|
| CC | LOCOM 8-0-16      | NIL    |
|    | R.R. CARS 9-0-32  | 0-0-50 |
| U  | -0-50             | NIL    |
|    | M/T 39-0-11       | NIL    |
|    | BARGES 0-0-2      | NIL    |
|    | H.D.V. 18-0-0     | 0-0-3  |
|    | BUKLDINGS 67-0-9  | NIL    |
|    | ROAD BRIDGE 1-0-0 | NIL    |
|    | R.R. CUTS 2       | 2      |
|    | ROAD BLOCKS 2     |        |

EE NIL NIL

FF 1 ME 262 NORTH WEST OF BITCHE. NIL  
NO CONTACTS. E/A MADE 1 PASS.  
2 ME-262 OVER BISCHWEILER. NO  
CONTACT.

FLAK: INTENSE HEAVY-BITCHE, NEUF BREISACH, BREISACH, MODERATE  
HEAVY-KAISERLAUTERN, PIRMASENS, HAGENAU, Q-9339, V-8251.  
SCANT HEAVY - Q-8352, Q-9535, R-3639, MYYN R-4572,  
V-1282. INTENSE LIGHT - BITCHE, Q-8243, R-0453, RA/ R-4573,  
R-3639, R-3962, R-4572, V-8049, V-8'54. 1TIMODERUTELDUILT-  
Q-8352, V-8251. SCANT LIGHT V-7034, Q-9535, Q-8748,  
Q-9547 Q-9648, V-3085, V-8754.

FLAK RECEIVED ON FRENCH AIR COOPERATION MISSI  
INTENSE HEAVY V-8547, MODERATE LIGH T V-8741.  
HEAVY MEDIUM ACCURATE AT V-905605, HEAVY  
MEAGER, ACCURATE AT V-935514 AND V-075980.  
HEAVY, LIGHT MEDIUM AT V-871413, LIGHT MEAGRE  
ACCURATE AT V-0074, LIGHT, MEAGER INACCURATE  
AT V9322. LIGHT INTENSE ACCURATE IN HARDT  
MMM/ FOREST. HEAVY MEAGER ACCURATE AT V-8336,  
V-7720.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CG 1 P-47 FLAK

NIL

ROUCE

BT 240520A

AS CCNS:

LINE 7 READ PART I IMI I BOMBERS RPT -I-

UNDER -FF- FLAK READ LINE 12 LAST GP MISSIONS IMI MISSIONS

REST AS PERCOPY

I.A.C.

AR KK -

AEW

RD.....24/1029A LWF

1034/24

24-10-1944

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 3/4

COSUM NUMBER 25

Period 241800 to 251300

MISSIONS: 2. SCREENING FR TAC - 2 Tac/R. CLAIMS: Nil. LOSSES: Nil.

WFAF report not included in COSUM 24. Missions 4. Sorties - 4 F/B.  
Bombage - .50. Losses - Nil.

.50 ton on a small enemy ship with good results. One ship hit. Other claims - Nil.

42 BOMB WING: No operations due to weather.

XII TAC

415 Night Fighter Sq. Night 24/25 Jan: No operations due to weather.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

FIRST FRENCH AIR CORPS

2/33 Sq - (2 missions, 4 sorties).

4/4 a/c conducted 2 Tac/R missions. Claims: Nil. Losses: Nil.

Observations: Only area between MUNCHHAUSEN and NEU-BREISACH observed. Nothing to report at IRZEFELD. Canal between MUNCHHAUSEN and BREISACH frozen. A balloon at 300 feet observed at BREISACH.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCES: No operations.

E/A activity: From other sources - 1344 to 1453, Recce in TRIER area. 1650 to 1722, one unidentified landing in the RECKENHIL area.

## STATUS OF COMMISSIONS

Weather, which has prevented attacks of enemy installations during the past 24 hours, has also prevented observation of enemy activity. Information from ground sources, however, indicates continued movement of supplies in and about the vicinity of BITCHE, while renewed activity has been reported in the TRIER area.

Photo cover of 23 January indicates sufficient damage to the BULLAY rail and road bridge to temporarily block rail traffic in all directions in the immediate area.

## INTELLIGENCE REQUIREMENTS

Indications of renewed activity in the Trier area, as well as continued activity in the vicinity of Bitche, indicate the need of close observance for any signs of troop or supply concentrations in these two areas. Indications of enemy activity in the Colmar pocket would be of prime significance.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

8 AF

No operations from U. K.

352 and 361 Groups operating with 9th AF flew a total of 119/108 sorties.119/108 a/c on patrols and fighter sweeps in the battle area.

Claims: E/A in air 2-0-0 (by 361 Group).

Losses: 1 a/c, due to flak.

RAFNight 24/25 and Day 25 Jan: No operations.2 TAF.Night 24/25 Jan.

2 a/c on defensive patrols. Claims: Nil. Losses: Nil.

Day 25 Jan - (total sorties, 58).

10 a/c on A/R in GLENBACH area.

18 on defensive patrols NIEBERG area.

24 on Recce.

Claims: M/T 2-0-2. Losses: 1 a/c, cause unknown.

9 AFNight 24/25 Jan.

9/8 a/c on defensive patrols and intruder missions in the 3rd US Army and TRIER area. 7 rockets fired, and fires started in KAEFFELDEN L51.

Claims: M/T 1-0-0. Losses: Nil.

Day 25 Jan - (total sorties 999/848 - Bombers 268/170, Fighters 731/678).Bombers: (Total tons dropped, 272.75).

27 a/c on KALL-F11, communications center, 35 tons, excellent results.

1 a/c on KALL highway junction-F3213, 1 ton, good.

36 a/c on STADTKYLL-L19, communications center, 53 tons, excellent.

29 a/c on HILLESHEIM-L28, communications center, 40 tons, excellent.

6 a/c on OBERSTEIN-L72 bridge, 11 tons, fair results.

1 a/c on town of HILLESHEIM-L41, 1 ton, good results.

18 a/c on ELLER-L56 R/R bridge, 35 tons, poor to good results.

25 a/c on SIMZIG R/R bridge, 49 tons, good results.

1 a/c on LAEDORF-F3614 R/R tracks, 2 tons, good.

26 a/c on EUSKIRCHEN-F33 R/R bridge, 50.5 tons, excellent.

28 a/c aborted 1 mission.

Claims: Nil. Losses: 4 a/c due to flak.

9 TAC - (total sorties 362/319).

362/319 a/c on A/R in EUSKIRCHEN-F33, BORN-F53, AHNWILDER-F51, GLENN-F11, KALL-F11, and battle area. Air cooperation with the US 1st Army, escort and alert missions.

19 TAC - (total sorties 144/143).

144/143 a/c gave escort to B-26's, air cooperation with 1st &amp; 3rd US armies, and conducted A/R in the TRIER-L22, BITBURG-L15, and BLANKENHEIM areas.

29 TAC - (total sorties 120/119).

120/119 a/c gave air cooperation to the 9th US Army, conducted A/R in the DURL-F14, COLOGNE-F45, NUSS-F28, and EUSKIRCHEN-F33 areas. D/B HIMMELICH, BRACHETAL-K96, and EUSKIRCH-K96, and had alert missions.

105/97 a/c conducted Recce.

- 2 -

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

9th AF CONSOLIDATED CLAIMS: M/T 880-0-580, R/R cars 88-0-276, Tanks 9-0-26, AFV 43-0-35, Guns 23-0-13, HCV 8-0-4, Bridges 124-0-50, Locos 9-0-3, Rail cuts 5, Highway cuts 5.

LOSSES: 3 Fighters - 2 to flak, 1 cause unknown.

F/B dropped a total of 248 tons GP, 44.99 tons Frags, and fired 91 rockets.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

- 3 -

C O N F I D E N T I A L



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

**URGENT**

**SECRET**

In reply cite: 4552 Jan 24th

FROM: HQ 1ST TACAF 240315A

INTERNAL ADDRESS:

TO : HQ USSTAF MAIN 240631A

TO: AIR STAFF SHAPE, (OPS RECORDS),  
HQS 9TH AIR FORCE, HQS 2ND TAF,  
AIR MINISTRY - AR ROOM, 6TH ARMY,  
AND USSTAF

FROM: 1ST TACTICAL AIR FORCE PROV  
SGD: ROYCE

Night 22/23 January no missions flown due to unserviceability of field.  
Day 23 January 176 sorties 20 missions. Medium bombers did not operate due to  
weather. 120 P-47's flew battle area air attacks. 36 P-47's flew A/R. 8 A/C  
flew TAC recon missions. 12 Spitfire flew 2 fighter sweeps Amendingen-Freiburg-  
Malhouse-Breisach-Hardt. Tonnage: 82.75 GP, 2.3 WP, .13 FRAGS, 3.75 IB.  
Claims: losses 0-0-16, RR cars 9-0-82, M/T 33-0-11, barges 0-0-2, HDV 18-0-0,  
buildings 67-0-12, road bridges 1-0-0 (R-3772), M/T 0-0-1 (R-3071), RR cuts 2  
(R-3064), road blocks 4 (Q-822435) (Fischbach) (W-036642) (W-036639).  
Losses: 1 P-47 flak

**USSTAF DISTRIBUTION:**

ACTION: D/OPS (5)

INFO: D/C OPS  
D/INT-EL (4)  
C/S  
STAT COMEL (2)  
AO RECORDS

USSTAF IN 19446

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1606

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ, US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

SEU

URGENT

SECRET

IN REPLY CITE: D 4494

JAN 23

INTERNAL ADDRESS:

FROM: FIRST TACAF

230454A

TO : AIR STAFF SHAPE (OPS RECORDS),  
AIR STAFF SHAPE (RRAS)  
(OPS RECORDS), HQ NINTH AF,  
HQ 2ND TAF, AIR MIL WAR ROOM,  
6TH ARMY, USSTAF

TO : USSTAF

230833A

FROM: FIRST TACAF PROV

SQD : NOYCK

Night 21/22 January no sorties due weather. Day 22 January medium bombers total sorties 172, 26/0 B 26s to attack RR bridge R 3528 aborted due weather. 1/0 B26s to attack supply dump R 5281 aborted due weather, 53/0 B 26s to attack RR bridge R 5280 aborted due weather, 36/34 on RR bridge at Luenberg (V 8512) dropped 66.5 ton pear results, 28/28 B 26s attacked pontoon bridge at V 8513 dropped 69 ton pear results.

Claims: B11 Losses 3 B 26s (1 lost 3, 1 comes unknown, 3 to flak). Fighters and fighter bombers total sorties 362. 312/313 P47s gave air cooperation to the 7th US Army and First French Army attacking towns, supply dumps, tank concentrations and rail movements in the battle area. 40/40 P47s gave escort to medium bombers. 10/10 Spitfires conducted fighter sweeps in the Mulheim Mulhouse area. 8/8 aircraft on recon. Total tons EC fighter bombers 199.5 GP, 6.70 WP, .91 Frags.

Claims losses 0-0-4 RR cars 14-0-42 rail bridges 8-02 (W 027991) bridge 24-0-15 rail cuts 7 (3 at W 2149, 1 at W 0299, 2 2854, R 8753, southeast of V 6416) motor transports 28-0-53 road blocks 2 (Q 8751, R 1010) gun positions 3-0-2 radio stations 0-0-1 R 8753 tanks 1-0-0 horse drawn vehicles 2-0-0 marshalling yards 0-0-2 (R 1889, R 2855) road cuts 7 (2 at V 6416, 2 at V 8021, 3 at V 7611) rail cranes 0-0-3. Losses 3 P47s.

Part 2 Western French Air Forces total sorties 15. 15/15 aircraft attacked fortifications at Belmont in the La Rochelle area. Dropped a total of 11 tons of bombs with poor to fair results. Unreported number of aircraft gave escort to bombers. Unreported number of aircraft conducted 1 photo recon mission and 1 artillery.

USSTAF MAIN DISTRIBUTION:

ACTION: D/OPS (5) INFO: D/C OPS, D/INTEL (4), C/S, AS RECORDS

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

USSTAF MAIN IN - 13908

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFU 374

COSUM NUMBER 24

Period 231800 to 24180

THIS PAGE IS UNCLASSIFIED

319.5.5  
(Wingsman's Journal)

| MISSIONS   |                |               |              |         | CLAIMS        |                |               |              |  |  |  |  |
|--|----------------|---------------|--------------|---------|---------------|----------------|---------------|--------------|--|--|--|--|
|  | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |         |               | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |  |  |  |  |
|  | 18             | 8             | 26           |         | Bldgs         | 8-0-8          |               |              |  |  |  |  |
|  |                |               |              |         | R/R cars      | 4-0-0          |               |              |  |  |  |  |
|  |                |               |              |         | Gun pos.      | 1-0-0          |               |              |  |  |  |  |
|  |                |               |              |         | Barges        | 1-0-1          |               |              |  |  |  |  |
|  |                |               |              |         | Road bridge   | 1-0-1          | 0-0-1         | 1-0-2        |  |  |  |  |
|  |                |               |              |         | Rail cut *    | 5              |               |              |  |  |  |  |
|  |                |               |              |         | Road block *  | 3              |               |              |  |  |  |  |
|  |                |               |              |         | Supply dump * | 0-0-1          | 0-0-1         | 0-0-2        |  |  |  |  |
|  |                |               |              |         | Oil tank      | 2-0-0          |               |              |  |  |  |  |
|  |                |               |              |         | M/T           |                | 0-0-3         |              |  |  |  |  |
| <u>SUMMARY</u>   |                |               |              |         |               |                |               |              |  |  |  |  |
|  | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |         |               |                |               |              |  |  |  |  |
| Ftrs   |                | 24            | 24           |         |               |                |               |              |  |  |  |  |
| F/B  | 106            | 47            | 153          |         |               |                |               |              |  |  |  |  |
| Tac/R  | 18             | 2             | 20           |         |               |                |               |              |  |  |  |  |
| Total:   | 124            | 73            | 197          |         |               |                |               |              |  |  |  |  |
| TONNAGE: GP  | 60.25          | Frgs 4.16     | IB 7.        | WP 1.35 | TOTAL         |                |               |              |  |  |  |  |
|  |                |               |              |         |               |                |               |              |  |  |  |  |
|  |                |               |              |         |               |                |               |              |  |  |  |  |
|  |                |               |              |         |               |                |               |              |  |  |  |  |
|  |                |               |              |         |               |                |               |              |  |  |  |  |
| *LOCATIONS: Rail cuts- 2 at R498585, 1 each at R278563, R415587 and M228530. |                |               |              |         |               |                |               |              |  |  |  |  |
| Road blocks- 1 each at M5444, W015417 and M228528.                           |                |               |              |         |               |                |               |              |  |  |  |  |
| Supply dumps- 1 each at R510597 and V880230.                                 |                |               |              |         |               |                |               |              |  |  |  |  |

| LOSSES  |      |         |         |  |  |  |  |  |  |
|---------|------|---------|---------|--|--|--|--|--|--|
|         | Lost | Damaged | Missing |  |  |  |  |  |  |
| XII TAC |      | 7       |         |  | XII TAC: 6 P-47's damaged Cat 1, flak. |  |  |  |  |
| FR TAC  | 1    | 6       |         |  | FR TAC: 1 P-47 lost, flak.             |  |  |  |  |
| Total:  | 1    | 13      |         |  | 3 P-47's damaged Cat 1, flak.          |  |  |  |  |
|         |      |         |         |  | 3 P-47's damaged Cat 2, flak.          |  |  |  |  |

42 BOMB WING: No operations due to weather.

## XII TAC

415 Night Fighter Sq - Night 23/24 Jan: No operations due to weather.

50 Group - (3 missions, 33 sorties).

33/31 P-47's conducted 3 air cooperation missions attacking road bridge on Dreishan Canal-W015417-destroyed; R/R tracks and Supply Dump at R498585 near MANNHEIM-damaged dump, 2 large oil tanks, and made 2 rail cuts; R/R bridge across Rhine River at KARLSRUHE-near misses and 1 rail cut.

Times up: 1503, 1449, 1445.

Times down: 1642, 1710, 1705.

Tonnage: 13.25 GP, .85 WP, .13 Frgs- total of 14.23 tons.

Losses: Nil. Damaged: 1 P-47 Cat 1, flak.

Observations: Supply Dump R510597 alongside railroad. Pontoon bridge seen floating down Rhine River seen destroyed by other squadron at R455600. Highway bridge out at MANNHEIM-SAGE/RENN-SAGE-V881362.

## CONFIDENTIAL

324 Group - (3 missions, 14 sorties).

34/34 P-47's conducted 3 air cooperation missions. Attacked road bridge at KARLSRUHE R2428 making 4 direct hits, causing black smoke to rise to 1,000 feet. One squadron got no target from controller due to weather - dropped bombs through overcast at V9445. Third squadron had no targets because of weather, flew up Rhine to INGELHEIM M216-523 - attacked road and railroad. Claim 1 rail cut-M228530, road block M228548, destroyed 2 bldgs-M212512, destroyed 4 and damaged 4 bldgs at M202508.

Times up: 1400, 1500, 1510.

Times down: 1500, 1710, 1645.

Tonnage: 13 GP, 4 IB - total of 17 tons.

Losses: Nil. Damaged: 3 P-47's Cat 1, flak.

Observations: Pontoon bridge at R434527, west end not attached to shore. 10 barges scattered between SPETER and LANHEIM. Large road bridge in good condition at R473693.

358 Group - (3 missions, 39 sorties).

39/39 P-47's conducted 3 air cooperation missions in the WORMS, ELSERSHEIM, GRUSSENHEIM, KARLSRUHE areas. Weather prevented squadron reaching target - attacked fuel dump R278563 near WIRDEM with good concentration. Claim 1-0-2 bldgs near dump, rail cut-R278563. Second squadron unable to reach target due weather, claim 1-0-1 barges at M4835, road block at M5444, damaged 3 bldgs and 1 gun position at M5249. Destroyed 1 gun position on train at M5538, destroying 4 boxcars and damaging 7 bldgs. Attacked and missed train of 20 cars in M/Y at M2737, destroying a R/R bridge. Third squadron dropped 34x500 and 10x100 on town of ELSERSHEIM on controllers instruction, with excellent concentration.

Times up: 1345, 1350, 1401.

Times down: 1545, 1605, 1625.

Tonnage: 21 GP, 3 IB, 1.43 Frags, .50 WP - total of 25.93 tons.

Losses: Nil. Damaged: 1 P-47 Cat 1, flak.

Observations: R2556, 20 boxcars, no locos, on tracks covered with snow, line appeared inactive. V8038 100 boxcars on R/R in woods. M4835 M/Y 3/4 full of cars, some with snow. 10 M/T horded south at R5097. Bridge in LANHEIM area intact, one R/R bridge in vicinity of M4441 intact. 50 boxcars in M/Y M5538, also a loco and 5 passenger cars. 5 barges anchored on west side of Rhine at M4444.

371 Group: No operations due to weather.

Prov Rocce Group: (9 missions, 18 sorties).

18/18 w/c flew 9 Tac/R missions. Claims: Nil. Losses: Nil. E/A: Nil.

## FIRST FRENCH AIR CORPS

1st Group - (2 missions, 24 sorties).

24 w/c flew 2 sweeps; 1 in area of STRASBOURG east of Rhine, BADER/BADEL north of HAGELAU to BITCHE to SARGUTINES - another in STRASBOURG, FREIBURG, BASIL, MULHOUSE, COMAR, LUXEUIL area.

3rd Group - (4 missions, 31 sorties).

31/31 P-47's conducted 4 air cooperation missions attacking road crossing at V760140, 10 trucks at V815192, 3 trucks at V826207 - MED. Score: 8 direct hits on supply depot-V830230, causing large fires and explosions. Dropped 16 bombs on village of HOLSHEIM-V765460, MED. Bombed bridge-V657138, MED.

Times up: 1253, 1345, 1347, 1415.

Times down: 1445, 1520, 1514, 1600.

Tonnage: 10.50 GP, 1.60 Frags - total 12.10 tons.

Losses: Nil. Damaged: Nil.

Observations: Numerous vehicles and troops in north part of North Forest. 20 boxcars in Colmar station.

## CONFIDENTIAL

15 AF

No operations due to weather.

RAF Bomber Command

No operations due to weather.

2ND BRITISH T.A.F.

Night 23/24 Jan.

12/12 a/c on Recce.

7/17 a/c on defensive patrol in ARTHUR-VERTO area.

6 Swordfish a/c on defensive patrols attacked shipping off Dutch coast, results unobserved.

Claims: E/A in air 2-0-0. Losses: 1 a/c.

Day 24 Jan:

Bombers not operational due to weather.

49 a/c air cooperation to ground forces with 3 a/c attacking on billets in DUTCH area, good.

128 a/c prearranged air cooperation, attacked midgeot submarine sheds, and barracks S.W. of ROTTERDAM. Interdiction of rail lines.

127 Photo and Tac/R recce.

56 Fighter operations in REHME and battle area.

Claims: E/A on ground 1-0-2, E/A in air 2-0-1, M/T 18-0-51, Barge 1-0-0, Loco 13-0-50, R/R cars 36-0-194, HDV 0-0-1, Ships 0-0-1, Rail cuts 21.

Losses: 6 a/c.

9 AF

Night 23/24 Jan: No operations due to weather.

9th Bomb Div.

21/21 SCHLINDER communications center, 17 tons, excellent.

20/13 ST ADKILL communications center, 13.25 tons, fair.

21 a/c aborted due to weather.

Claims: Nil. Losses: 1 a/c, flak.

9th TAC - (23 missions, 116/112 sorties).

71.5 tons GP, 3 tons Frags, 24 Rockets, 24 Leaflet bombs.

Armed Recce AMBORE/CHAND area, one leaflet mission.

Claims: M/T 195-0-286, HDV 2-0-0, Bldgs 25-0-0, AV 20-0-7, Tanks

5-0-10, R/R cars 43-0-13, Gun positions 5-0-0, Road cuts 2, Factories 1-0-0.

Losses: 1 a/c, flak.

19th TAC - (16 missions, 213/212 sorties).

76.25 tons GP, 11.9 Frags, 3.7 IB, 53 Rockets.

air cooperation to 3rd, 8th, and 20th Corps.

Armed Recce in TRIER area.

Fighter sweeps OCHUI/DOLETZ area.

Claims: M/T 137-0-40, AFV 18-0-18, Loco 0-0-4, R/R cars 33-0-23,

Bridges 3-0-0, HDV 2-0-0, Gun positions 29-0-8, Supply dumps 1-0-1,

Bldgs 0-0-3, Rail cuts 2.

Losses: Nil.

29th TAC - (2 missions, 8 sorties).

2 Defensive patrols. Claims: Nil. Losses: Nil.

All Tactical Air Commands flew 69/65 Recce, Photo, Tac/R and Artillery Adjustment missions.

9 AF CONSOLIDATED CLAIMS: M/T 327-0-226, HDV 4-0-0, Bldgs 25-0-3, AV 20-0-7, Tanks 5-0-10, R/R cars 76-0-36, Gun positions 34-0-8, Road cuts 4, Factories 1, Loco 0-0-4, AFV 18-0-18, Supply dumps 1-0-1, Bridges 3-0-0.

CONFIDENTIAL

4th Group - (2 missions, 16 sorties).

16/16 P-47's conducted 2 air cooperation missions, bombing village of HUSSEN-V7354/2, NR, and 4036643 - target and results not obtainable. Times up 1245, 1400. Times down 1245, 1445.

Tonnage: 7.50 GP.

Losses: 1 P-47 Cat 3, flak - pilot bailed out.

Damaged: 3 P-47's Cat 1, flak, and 3 P-47's Cat 2, flak.

Observations: Nil.

2/33 Tac/R Sq - (1 mission, 2 sorties).

No report on missions obtainable.

WESTERN FRENCH AIR FORCE: No reports received.

GAF ACTIVITY - 24 Jan.

No GAF S/E Fighters on Saar-RHINE front daylight period 24 Jan. Five possible ME-109's or FW-190's sighted by allied F/S missions in DARMSTADT area at 1445 hrs going south - no contact. Addition to GAF 23 Jan. report now reveals ME 262 activity may have reached 20 plus sorties in SCHWERSHAUTERN-WERTBERG-R0317 area, bombing and strafing carried out. One ME-262 sighted at 14000 feet in OBERGHEIM area, two black contrails.

STATUS OF COMMUNICATIONS

MOSELLE-RHINE TRIANGLE

The enemy is attempting to restore his rail transportation in the Western area as evidenced by repairs to the Eller and Bonnweiler bridges now reported serviceable.

In the center section the rail line from Neuenkirchen towards Bad-Munster is apparently serviceable, and there was traffic between Neuenkirchen and Kaiserslautern.

No movement was observed on the Kaiserslautern-Bad-Munster, Kaiserslautern-Neustadt, or Landau-Pirmasens-Zweibrücken lines. Further south there was much M/T activity in Bitch and vicinity.

MANHEIM AND SOUTH TO BASLE

Very little movement was observed in the area with the exception of the Colmar pocket, scene of our present offensive, where 30 boxcars were present at the Colmar station, and much M/T and RGV traffic was observed going south towards Emsisheim.

INTELLIGENCE REQUIREMENTS

The present situation calls for determined effort on the part of all units to observe and report on the magnitude, character and direction of enemy movements of troops, equipment and supplies in the areas of immediate significance to military operations, viz:

1. The Rhine Valley from Mannheim to Basle, and the Black Forest region.
2. The Moselle Rhine triangle with emphasis on the lower portion.

8 AF

No operations due to weather.

352 Gp - (operating with 9 AF).

11/11 a/c area patrol.

35/28 a/c fighter sweeps in BONN, COLOGNE, DORMUND area.

Claims: M/A in air 3-C-0. Losses: 1 a/c.

361 Gp - (operating with 9 AF).

12/12 a/c on fighter patrols in KARLSRUHE, KOBLENZ area, uneventful.

Claims: Nil. Losses: Nil.

THIS PAGE IS UNCLASSIFIED

IN RE STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE  
EDITED LITERAL TEXT

CP PRIORITY CONFIDENTIAL

12 NEWLY OITH: D-4280, JAN 28

FROM: FIRST TACTICAL AIR FORCE

**TO :** HESTER (GAIL) ART. D/OB [illegible] AND WIFE  
SECOND FLOOR LBN (COMM.) [illegible]  
HAR ROOM [illegible]

PAGE NO. 10  
JAN 10 1960

STATE OF IOWA

|      |      |                                       |
|------|------|---------------------------------------|
| 04/C | 1-26 | 12 34220 R3528 started due weather    |
| 24/C | 1-26 | 12 34210 R3524 started due to weather |
| 04/C | 1-26 | 12 34210 R3524 started due weather    |
| 04/C | 1-26 | 12 34210 R3524 started due weather    |

|      |                      |           |      |         |           |         |
|------|----------------------|-----------|------|---------|-----------|---------|
| 2-22 | 2-22 W Bridge        | Wardsburg | ✓    | 8012    | 36.5 tons | 20 poor |
| 2-20 | 2-20 Rockwell Bridge | ✓         | 8013 | 60 tons | 10        |         |

no claim. Source: BX-268

*Lophos heavy accurate* Elstoft Mendonca  
Moderate heavy accurate Englishman. Heavy at Seven.  
*Moderate heavy accurate* Mild North Williams  
Heavy Neunburg heavy inaccurate. Mild North - Light.

1 FW190 sighted Hagerman area. 100 100 sighted Eastern area.  
1 FW190 sighted Bastrop area.

PART II FIGURE 22: FICTITIOUS WORK

504738

4. Armed recess railways.  
Air cooperation

B. 371 P-47

FIVE-FOUR-ONE.

Facilities to maintain bombards sweeps.  
Supply Corps

10 Spitzfrees

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE HIGHEST OF CARE.

USSTAF HAIN IN 13490

(contd)

**CONFIDENTIAL**



## 30 SUM NUMBER 23

Period 221800 to 231800

| <u>MISSIONS</u> |               |              |  | <u>CLAIMS</u>  |               |              |         |
|-----------------|---------------|--------------|--|----------------|---------------|--------------|---------|
| <u>XII TAC</u>  | <u>FR TAC</u> | <u>TOTAL</u> |  | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |         |
| 14              | 6             | 20           |  | Locos          | 0-0-16        | 0-0-16       |         |
|                 |               |              |  | R/R cars       | 9-0-32        | 0-0-50       | 9-0-82  |
|                 |               |              |  | M/T            | 33-0-11       | 33-0-11      |         |
|                 |               |              |  | Barges         | 0-0-2         | 0-0-2        |         |
|                 |               |              |  | MDV            | 18-0-0        | 18-0-0       |         |
|                 |               |              |  | Bldgs          | 67-0-9        | 0-0-3        | 67-0-12 |
|                 |               |              |  | Rd bridge *    | 1-0-0         | 1-0-0        |         |
|                 |               |              |  | M/I *          | 0-0-1         | 0-0-1        |         |
|                 |               |              |  | R/R cuts *     | 2             | 2            |         |
|                 |               |              |  | Rd blocks *    | 2             | 2            | 4       |

| <u>SOURCES</u> |               |              |     |  |
|----------------|---------------|--------------|-----|--|
| <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |     |  |
|                | 12            | 12           |     |  |
| F/B            | 126           | 30           | 156 |  |
| Tac/R          | 6             | 2            | 8   |  |
| Total:         | 132           | 44           | 176 |  |

| <u>DAMAGE: GP MP IB FRAGS TOTAL</u> |     |      |     |       |
|-------------------------------------|-----|------|-----|-------|
| 82.75                               | 2.3 | 3.75 | .13 | 88.93 |

\*LOCATIONS: Road bridge at R3772. M/Y at R3071. P/R cuts 2 at R3064.  
Road blocks 4 - 1 each at Q822435, FISEBACH, W03859, and W036642.

|         |             |                | LOSSES         |
|---------|-------------|----------------|----------------|
|         | <u>Lost</u> | <u>Damaged</u> | <u>Missing</u> |
| III TAC | 1           | 9              | 0              |
| FR TAC  | 0           | 2              | 0              |
| Total:  | 1           | 11             | 0              |

|          |  |
|----------|--|
| III TAC: | 1 P-47 Lost-flak-pilot safe.<br>1 P-47 Cat unknown-flak.<br>8 P-47's Cat 1-flak. |
| FR TAC:  | 2 P-47's Cat 1-flak.   |

NOTE: The French TAC report is not complete as one flight landed at another field.

12 3013 WING: No operations due to weather.

XII TAC

415 Night Fighter Sq - Night 22/23 Jan: No operations - field unserviceable.

50 Group - (40/40, 3 missions).

15/15 R-47's flew 1 air cooperation mission, striking ~~ALTHEIM~~ W0586-2 direct hits, ~~CHERBON~~ W8354 fire seen, R/R at W0738, and strafing of barracks on controller request at W0738-100.

25/25 R-47's flew 2 A/R missions in FIEBASINS, COLIAR, HACHELU, BITONE.  
HACHELU left burning; Ammo dump at V8651 attacked, but no explo-  
sions; fire started at OBERSTEINRACH; road block formed in attack  
on FISERACH.



## CONFIDENTIAL

Observations: 5 barges in canal at W0258-not moving. 1 long train with double locomotive with steam up going south at W0356. Red crosses on building at Q9150. Fairly heavy traffic going east and S-W along road Q8748. 150 boxcars in M/Y at Q8748. Many vehicle tracks south and east of woods at W0515. 40 boxcars in M/Y at W2078.

Claims: M/T 2-0-2, EDV 14-0-0, Bldgs 57-0-2, Road block 1-FISHBACH.

Losses: Nil. Damaged: 5 P-47's Cat 1 flak.

Tonnage: 15 GP, 13 Frags, 1.1 MP. E/A: Nil.

Times up : 0939, 1000, 0952.

TD : 1010, 1100, 1040-1100.

Times down: 1145, 1155, 1155.

### 324 Group -- (18/18, 2 missions).

18/18

P-47's flew 2 air cooperation missions in Rhine-Gambsheim-New Hagenau forest, and BITCHE area. Attacked fuel dump at W2470-2 explosions, and 200 M/T reported by controller around Bitche-6 definitely destroyed and five damaged-observation difficult because of woods.

Observations: No traffic on roads on either side of Rhine. Many M/T, single and in groups, in area of Q8243. General movement north and east.

Claimer M/T 6-0-5, Road block 1 at Q822435.

Losses: Nil. Damaged: 2 P-47's Cat 1 flak. Tonnage: 9 GP.

E/A: At 1015 M-W of BISCHMILLER 1 ME-262 attacked flight of 8 P-47's from 6 o'clock and low - flight at 10,000 feet. P-47's turned into E/A and they broke away. No claims. Shortly after that, flight was sent to HAGELAU by controller to contact E/A, but none seen.

Times up : 0930, 0925.

TD : 1030, 1020.

Times down: 1110, 1110.

### 358 Group -- (35/35, 3 missions).

24/24

P-47's flew 2 missions of air cooperation. Controller gave violet smoke in town of OBERHOFFEN. 12 a/c dropped 24x1,000 lbs. on town of OBERHOFFEN, and strafed on bomb run - eight buildings destroyed and five damaged. A hung bomb fell off over R0319. M/T's going N-W at Q8444 were bombed and strafed - 5 destroyed. Four more destroyed going west at Q9948. 12x1,000 pounds and 6x100 dropped on Supply dump at R3539 - no direct hits.

11/11

a/c flew 1 A/R WISSEBURG-LANDAU-NEUSTADT, attacking 40 cars in M/Y at R4572, making R/R cuts at choke points at either end of M/Y.

At 0915 a loco going north at R3064 was damaged by strafing, and 4 cars destroyed by bombs. One of 2 1,000 pound bombs dropped on road bridge at R3772 made a direct hit, destroying bridge. M/Y damaged at R3071. R/R and road movement harassed in LANDAU area.

Observations: 2 M/T going south at Q8754. Some M/T in area east of LANDAU and EDENHAUSEN. No general movement in area.

Claims: Locos 0-0-3, R/R cars 9-0-25, M/T 25-0-4, Barges 0-0-2, EDV 4-0-0, Bldgs 10-0-6, Road bridge 1-0-0 at R3772, M/Y 0-0-1 at R3071, R/R cuts 2 at R3064.

Tonnage: 35 GP, 1.2 MP.

Losses: 1 P-47 lost-flak-pilot safe, plane crashed at Q9643.

Damaged: 1 P-47 Cat unknown-flak, 1 P-47 Cat 1 flak.

E/A: At 1030 hours 2 ME-262's were seen going east over BISCHMILLER on deck, but flight of 12 P-47's of 358 Group did not contact.

Times up : 0900, 0855, 0840.

TD : 1000-1045, 0920-1025, 0915-0930.

Times down: 1110, 1045, 1036.

## CONFIDENTIAL

371 Group - (33/33, 3 missions).

33/33 P-47's flew 3 air cooperation missions COLMAR-SELBSTSTATT-MULHOUSE.  
 Unknown target marked with white smoke in woods at V8049 (French sector) bombed - hits in target area. Town of ELSCHENHILL-V8251 bombed - explosion and several fires. Strafed at W1964. Missed R/R at W1761. White smoke target at V7034 bombed - 5 near misses.  
 Observations: ALLERUSSEL-V775538 on fire. Many bunkers on huts on east edge of woods at V8049. 100 boxcars without loco at APPENHEIM.  
 Claims: Locos 0-0-13, R/R cars 0-0-7, Bldgs 0-0-1.  
 Losses: Nil. Tonnage: 12.25 GP, 3.75 MP. E/A: Nil.  
 Times up : 0855, 0900, 0913.  
 TOT : 0926, 0950, 0955-1015.  
 Times down: 1035, 1125, 1040.

Prov Recce Group - (6/6, 3 missions).

6/6 a/c flew 3 successful visual recce missions.  
 Claims: Nil. Losses: Nil. E/A: Nil.

FIRST FRENCH AIR CORPS1st Group - (8/8, 1 mission)

8/8 Spitfires flew one Fighter Sweep STRASSBURG-RENNINGEL-FREIBURG-BASLE-MULHOUSE.  
 Observations: Nothing to report.  
 Claims: Nil. Losses: Nil. E/A: Nil. Time up 0930, down 1045.

4th Group - (4 missions - one mission landed at scattered fields-reports not complete).

30 P-47's dispatched, and at least 19 attacked targets on air cooperation. Dump at W0364 attacked-bldgs damaged and road block made at W03642. 50 R/R cars damaged when 2 trains of 30 cars each were strafed at W048655-no locos on trains. Dump at V8741 bombed-two direct hits.

4/4 P-47's flew Fighter Sweep LUTHEUSEL-FREIBACH-COLMAR-HARTDT, reporting only white smoke at V803065 and at V8572.  
 Observations: 2 or 3 damaged vehicles-perhaps armored-on road between V7612 and V8214. No traffic on airfield at FREIBURG. 2 trains without locos at W0771.  
 Claims: R/R cars 0-0-50, Bldgs 0-0-3, Road blocks 2 at W036642 and W038639.  
 Times up : 0940, 0935, 1005.  
 TOT : 1015, - - , - - .  
 Times down: 1120, 1005, 1110 (strange field).

3rd Group - No operations due to weather.2/33 Tac/R Sq - (2/2, 1 mission).

2/2 a/c flew 1 visual recce mission. 15 W/T going in direction of COLMAR at V8641. Nothing to report at Colmar, or between COLMAR and MARLESHAM. Bridge at BREISACH covered by small trees - visible part of bridge is undamaged. 30 R/R cars at GOTTEHEIM. 50 cars in station at KERNZINGEN.  
 Claims: Nil. Losses: Nil. Time up 0900, time down 1100.

WESTERN FRENCH AIR FORCE: No operations.CAF ACTIVITY - 23 Jan.

324 Fighter Group at 1015 hours E-1 of BIRCH 1 ME262 attacked flight from 6 o'clock low flight at 10,000 feet, turned into E/A which flew away, no contact. 2 ME262 going east over BISCHMILLER on deck at 1030 hours, no contact seen by 358 Gp.

**CONFIDENTIAL**

Enemy air reported by ground: 4 flights of 1 ME262 each, dropped bombs at WEIT-  
BRUCH-RO317, in morning 23 Jan 1 soldier hurt, reported by 79 Div. At 1300 hours  
at KALTENHOUSE-RO721 nett. E/A bombed twice no casualties reported by 79 Division.

Reported by I: 2 Fighter mission 0937-1044 EAGLE-EAGLE probably 30 plus a/c.  
1 Fighter mission 1100-1146 SARGENT-STEED area probably 12 plus a/c, ungres-  
sive. 3 Recce missions 1147-1149 LINDA-C area. 1351-1401 EAGLE area. 1607-1624  
along 7th Army front. 60 sorties GAF along 6th AF front.

**STATUS OF COMMUNICATIONS****MOSELLE-RHINE TRIANGLE**

Activity reported upon during the past 24 hours is confined to the southern 3rd  
of this sector. Between Neunkirchen and Kaiserslautern a large movement south &  
S-E of M/T and some AFV was observed, an estimated 500 vehicles being involved.  
FEU of 22 Jan reports light activity in the Neunkirchen M/Y and on 23 Jan 1 train  
loaded with tanks, guns and M/T was seen.

In the area north N-E, S-E and south of Hilsche a moderate concentration of M/T  
and HDV were observed and attacked. Direction of movement of this activity is re-  
ported to be in a north and N-E direction.

Rail activity between Landau and Lingendorf was observed moderate and several  
successful attacks were claimed in this area. The claims involve rail cuts, the  
first on the line from Landau to Wissembourg immediately S-E of Landau, and the  
second on the line from Lingendorf to Gernsheim, the latter cuts being claimed at  
each end of the Lingendorf M/T. Enemy activity appears to be the result of the  
realization of our withdrawal and the need to fill the gap thus caused. The commu-  
nication network appears capable of handling the needs of such movement.

**STRASSEBURG SOUTH TO BASLE**

The rail line between Offenburg and Konzigen on the Offenburg-Freiburg line  
appeared to be fairly active as did the rail lines leading into this system. It is  
significant that 11 locomotives were claimed damaged on the line between Froudon-  
stett and Rastatt. The communications network in this entire area appears to be  
fully capable of handling all the needs of the enemy.

Tac/R reports that the rail bridge at Broisach, an already well defended target,  
is now camouflaged with trees.

Office of the Assistant Chief of Staff, G-2, SHAPE, reports from a fairly reli-  
able source dated 1 Jan 1945, that apparatus located immediately east of Strassburg  
and Rastatt are apparently continuously used for detrainning purposes.

**INTELLIGENCE REQUIREMENTS**

Three main areas continue to require close observation by all units for the  
character, quantity, and direction of road/rail traffic and for any abnormal concen-  
trations of vehicles and/or rolling stock. These areas are:

- 1) The road/rail net south from Strassburg to Basle and between the Rhine and a  
N-S line between Stuttgart and Tuttlingen.
- 2) The Moselle-Rhine triangle, with the emphasis on the southeastern portion.
- 3) The road/rail net north and west of the confluence of the Rhine and Moselle  
Rivers.

8 AF

Dry 23 Jan - (Not complete, 1 Group missing). (363).  
229/269 Forts NEUSS-F23, M/Y, 463, 2, FRO.  
12 Forts NEUSS R/R bridge, 36 tons, FRO.  
Claims: E/A in air 1-0-0.  
Losses: 5 forts, 4 unknown, 1 flick.  
79 Escort to Bombers.  
75 Fighter Swoops.

- 4 -

**CONFIDENTIAL**

## CONFIDENTIAL

R. A. F.

Night 22/23 Jan - (507).

302/293 a/c DUSLEBURG/BRUCHLAUSEN, Coking plant, 1321, good.  
 151/138 GELDERIKIRCHEN-442, city, 469, MED.  
 48/47 Mosquitoes HALLDVER-K32, city, 55, MED.  
 6/4 a/c DORTMUND-472, city, 4.7, MED.  
 Claims: Nil. Losses: 2 Bombers.

Day and Night Cancelled.

9 AF

Day 23 Jan - (947 (67 Bombers, 884 Ftrs &amp; F/B).

6/6 BLANKENHEIM, M/T concentration, fair.  
 6/1 DUISBURG, M/T concentration, MED.  
 6/2 BLANKENHEIM, M/T concentration, fair.  
 6/1 ARZSEL, troop and vehicle concentration, MED.  
 39/0 Aborted.  
 Claims: Nil. Losses 1 Bomber cause unknown, 3 BYR.

9th TAC - (450/444).

398/354 Fighters and F/B on A/R in HOLLINGF, DUSKIRCHEN, AHRDREF, GELUND,  
 BOIT, LINZ, EHRWEILER, BLANKENBURG areas.

4/4 Defensive patrols.

48/46

Recco.  
 Claims: M/T 687-4-733, R/R cars 81-0-173, Bldgs 95-0-19, AFV 18-0-27, Gun positions 5-1-2, R/R cuts 11, HDV 5-0-8, Factories 3-0-0, Gun carriers 1-0-0, Tanks 3-2-9, Locomotives 2-0-1, Fuel dumps 1-0-0, Round house 0-0-1, R/R overpass 0-0-1, Power house 1-0-0, Rail-house 1-0-0, Flying bomb site 0-1-0.  
 Losses: 7 a/c - 5 flak, 2 Cat E.

19th TAC - (231/223).

107/107 Air cooperation to 3rd US Army.

68/68 A/R EDIBURG, ALZEN, SCHARLAUTER, DUSKIRCHEN and TRIER, areas.

8/8 Fighter operations.

48/40

Recco.  
 Claims: M/T 317-0-168, AFV & TANKS 9-0-0, HDV 11-0-0, Highway cuts 1, R/R cars 22-0-38, Locomotives 1-0-0, R/R cuts 9, Bridges 0-0-2, Gun positions 22-0-4, Bldgs 16-0-8, Fuel tanks 1-0-0, Power plants 1-0-0.  
 Losses: Nil.

29th TAC - (203/195).

147/143 A/R in DUISBURG, DUSKIRCHEN, ZULTICH, COLOGNE areas.

16/16 Defensive patrols.

40/36

Recco.  
 Claims: M/T 15-5-19, AFV 1-0-0, Bldgs 63-0-14, Factories 4-0-3, Warehouses 2-0-1, Highway cuts 3, HDV 2-0-0, Radio station 0-0-1, Bridges 1-0-2, R/R cars 150-5-92, Locomotives 6-0-1, R/R cuts 46.  
 Losses: 1 to flak.

2 TAF

Night 22/23 - (127 - 76 Bombers, 51 Ftrs).

29/28 GELDER, MÜNSTER, WEISEL, HALTERN - M/T, lights, buildings, R/R centers, 74x500 MC, MED.

86 Mosquitoes targets of opportunity.

Claims: 2/A: 2-0-0. Losses: 1 Bomber, cause unknown.

Day 23 - (1263 - 48 Bombers, 1215 Ftrs &amp; F/B)

Air cooperation to Canadian army, railroad interdiction and Fighter swoops in battle area. Claims: M/T 59-0-357, Locomotives 80-0-71, TRG 32-0-254, HDV 61-0-0, AFV 0-0-6, Barges 29-0-0, R/R cuts 31, 2/A on go 3-0-0, 2/A in air 31-0-315.  
 Losses: 12 fighters, combat.

L. J. TAF

L. J. TAF

## CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFC 374

COM. NUMBER 22

Period 211800 to 221800

## MISSIONS

42nd Bomb Wing XII TAC FRENCH TAC WFAF TOTAL  
29 11 6 56

## SORTIES

42nd Bomb Wing XII TAC FRENCH TAC WFAF TOTAL  
Fighters 40 10 50  
F/B 258 54 15 327  
M/B 107 107  
Tac/R 6 2 8  
107 304 66 15 492

## Claims

42nd Bomb Wing XII TAC FRENCH TAC WFAF TOTAL  
Locos 0-0-4 0-0-4  
RR cars 12-0-41 0-0-1 12-0-42  
RR bridges 0-0-2 0-0-2  
Rail cuts 5 1 6  
Road Blocks 2 2  
Bldgs 24-0-15 24-0-15  
M/T 28-0-41 0-0-22 28-0-53  
Gun positions 3-0-2 3-0-2  
Rail cranes 0-0-2 0-0-2  
Radio station 0-0-1 0-0-1  
Tanks 1-0-0 1-0-0  
HTV 2-0-0 2-0-0  
M/Y 0-0-2 0-0-2  
Road cuts 7 7

## Tonnage

|      | F/B    | M/B   | TOTAL  | Lost             | Damaged | Missing |
|------|--------|-------|--------|------------------|---------|---------|
| OT   | 210.50 | 135.5 | 346    | 42nd Bomb Wing 5 | 10      |         |
| Frag | .91    |       | .91    | XII TAC 3        | 8       |         |
| TT   | 6.70   |       | 6.70   | FRENCH TAC 1     |         |         |
|      | 218.11 | 135.5 | 353.61 | WFAF 0           | 0       |         |
|      |        |       |        | Total 8          | 18      | 0       |

## 42nd Bomb Wing

1 B-26 lost Cat 3, crash landing.  
2 B-26 lost Cat 3, flak.  
1 B-26 lost cat 3, crash on take-off.  
1 B-26 lost Cat 3, cause unknown.  
8 B-26 damaged Cat 1, flak.  
2 B-26 damaged Cat 2, flak.

## XII TAC:

1 F-47 lost Cat 3, flak.  
2 F-47 lost Cat 3, cause unknown.  
4 F-47 damaged Cat 2, flak.  
4 F-47 damaged Cat 1, flak.

## 1st FRENCH TAC:

1 F-47 damaged Cat 2, flak.

LOCATIONS: M/Y R-1883 R-2855: R/R Bridges, 2 groups claim one bridge damaged at V-829390; Road Blocks at R-105101 3879516; Rail cuts 3 at V-2169, 1 at R-2854, R-2753, V-6616; Radio station at R-2753; Road Cuts 2: at V-6616, 2 at V-8-21, and 3 at V-7611.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

~~CONFIDENTIAL~~XII TAC415th Night Fighter Sq. . Night 21/22 Jan

No operations due to weather.

50th Group

14 P-47's, Up 1045, Down 1147, flew escort to B-26's. The bombers turned back at the ELBE due to weather. Claims: NIL Observations: NIL

14 P-47's, Up 1109, TOT 1200, Down 1220, flew escort to B-26's. Flak, intense heavy & 2222, R-2348.

Claims: NIL

Observations: Flak barrage from SAVERNE seemed to be directed at our Bombers.

16 P-47's, Up 1359, TOT 1415, Down 1521. Air cooperation and A/R N. of STRASBURG. 20000 GP and 5000 lb bombs on RHEINISCHESCHAFEN (R-1406) 4X500 GP and 20000 GP on unidentified town at R-1712 (LICHTENAU).

Claims: Bldgs 3-0-0.

Losses: NIL

Damaged: 1 P-47 due to flak.

Flak: Intense heavy in the FREISTADT, LICHTENAU areas. (R-1810).

Observations: Nothing seen on road, N.E. of BISCHWEILER.

16 P-47's, Up 1500, TOT 1410, Down 1503. Air cooperation to First French Army. 40000 GP, 12000 Frags on rail bridge at W-435 (BETZELSM) no hits. 20000 GP, 3X1000 LF, and 6X260 Frags on rail bridge at W-029 391 (HOFSTETTER).

Claims: Rail bridge 0-0-1 (W-029391). Rail cuts 1 (W-029391)

Losses: NIL

Flak: Moderate heavy at FREIBURG, scant light at W-029391.

324th Group

10 P-47's, Up 115, TOT 1150, Down 1250. Army cooperation and Armed Recce. 20000 dropped in target area.

Claims: Bldgs 4-0-0.

Losses: 1 P-47 destroyed, pilot killed, take off accident.

Flak: Scant heavy (R-199555).

12 P-47's, Up 1115, Down 1240, flew escort to B-26's which did not bomb due to weather.

Flak: Scant light, R-2033.

9 P-47's, Up 1135, TOT 1255, Down 1345. Army cooperation and Armed Recce. dropped 18X500 GP, on HOBURG M/Y.

Claims: Bldgs 0-0-3, RR cars 0-0-8.

Losses: NIL

Flak: Moderate light and scant heavy HOBURG.

Observations: 1 B-26 going N.W. at L-7040 at 8000 ft., 1245 hours.

12 P-47's, Up 1400, TOT 1435-1440, Down 1510. Air cooperation mission. Target assigned by ELITE, but controller, BAGGAGE instructed mission to return to base. 4 a/c proceeded to originally assigned target, tank and M/T concentration N.E. of BIECHE, and dropped 8X500 on 7 M/T between Q830576 and Q860506. 2 a/c returned to base and dropped 18X500 on town of BIECHE, of which 6 hits were on a fort and 9 hits in the town.

Claims: Bldgs 5-0-0, Rd blocks 1 (Q879516) Vans 1-0-0, HDV 2-0-0.

Losses: NIL

Flak: Scant heavy and moderate light at BIECHE.

Observations: Several buildings in BIECHE have crosses on them. 100 plus M/T on rd in the vicinity of Q8451. 1 American jeep and 2 to 3 American tanks in the vicinity of Q 8451.

- 2 -  
~~CONFIDENTIAL~~

## CONFIDENTIAL

11 P-47's, UP 1350, DOW 1445, Down 1515. Air Cooperation and A/R in the WISSEBURG, LUDLIG, NEUSTADT, SCHIFFELSDORF, MANNHEIM areas. 22X500 GP bombs dropped on tank concentration at R-1112, WFO.  
 Claims: NIL  
 Losses: NIL  
 Flak : Intense light at R-1112, Moderate heavy at BISCHMILLER.  
 Observations: NIL.

## 358th Group

11 P-47, UP 0857, DOW 0 35-1010, DOW 1035. O. Dive Bomb and Recce mission dropped 22 X 1000 G.P. and 11 X 100 W.P. on supply dump and barracks at Q-977935.

Claims: 1112 3-4-3

Losses: NIL

Flak : Moderate heavy at WISSEBURG, Moderate heavy at Q-9384, Q-9385.

Observations: 200 Plus R.A. on 1. West Section of WISSEBURG 171. 200-300 Cars in South Section. 140-160 tank cars at Q-933. 120 Box and coal cars in WISSEBURG W/Z. 20-30 W.P. on tanks in woods East of WISSEBURG at Q-935. Much activity with trucks seen entering same area.

9 P-47, UP 0840, DOW 0 10-1010, DOW 1045. On 171 on trail out from LUDLIG-NEUSTADT. 10 X 1000 G.P. and 5 X 100 W.P. on trucks at R-2735. No hits.

Claims: W/Z 1-0-1, Staff car 1-0-0, One tank 1-0-1, R.R. cars 0-0-5, Bligs 0-0-1.

Losses: NIL

Observations: At R-2735 a R.R. bridge previously bombed and damaged had center section washed by water. At R-3734 one locomotive and passenger cars headed North.

12 P-47, UP 0920, DOW 1000-1015, DOW 1110. O. Air Cooperation and A/R bombed W/Z at R-1113 with 24 X 1000 G.P. and 1 X 100 W.P.

Claims: 1 W/Z locomotive, Loco C-0-1, R.R. car 0-0-10, W/Z 3-0-2, Half tanks 1-0-1, Bligs 0-0-1.

Observations: Small W/Z at R-1003 had 40 Flat and Box cars. One loco no steam up.

10 P-47, UP 1035, DOW 1115-1110, DOW 1240. Flower Power mission dropped 12 X 1000 G.P. on WISSEBURG and 5 X 1000 G.P. plus W.P. in town at R-2737.

Claims: Bligs 0-0-1, W/Z 3-0-10, A.P.W. 1-0-0, Half track 0-0-1, Tank 1-0-0.

Losses: 1 P-47 and pilot M.I.A.

Flak : Moderate heavy and light R-2743. Some heavy and light R-1025, R-2737.

Observations: 10 W/Z moving both direction between WISSEBURG and LUDLIG. 30 W/Z moving South at R-2735. 30 Heavy W/Z moving North at R-2737. One white parachute seen to open at 1000-1 miles South of WISSEBURG at 1150 hours.

12 P-47, UP 1205, DOW 1245-1330, DOW 1400. Air Cooperation and Armed Recce. dropped 14 X 1000 G.P. and 8 X 100 on Gail SMITH. Good concentration F.R.O. 3 X 1000 G.P. and 4 X 100 W.P. on road R-105101. Two bombs hung dropped East of WISSEBURG R-1307.

Claims: 1 Road Block.

Losses: NIL.

Flak : Moderate light and heavy. Moderate heavy R-0815.

Observations: 1 Tank at South edge of town R-109101. Two piers on East bank of RHINE R-0702. 20-30 W/Z going North R-0708.

10 P-47, UP 1230, DOW 1300-1400, DOW 1430. Air Cooperation and A/R in the ZIESSBUCKEN, HONIGES, KAISERLAUTERN, NEUSTADT area. 20 X 1000 lb and 8 X 100 W.P. dropped on South West and North West sides of a supply dump



## CONFIDENTIAL

at R-354394. There was good concentration of bombs, but W.R.O. 2 X 1000 G.P. jettisoned at R-3518 safe and 2 X 100 returned to base.

Claims: M/T 0-0-1.

Losses: NIL, damaged 1 P-47 category 1 flak.

Flak : Moderate heavy at R-3529, and R-3141, Scant light at R-3141.

Observations: at R-3522 saw 10 A-1 headed South East Moderate M/T movement on all roads in area of R-3522. M/T didn't display panels but had white stars. No activity in MUSKAT or HINDAY.

12 P-47, UP 1500, TOT 1625-1715, D/T at 1745. Air Cooperations and A/R in the R-1011 D/P area. 24 X 1000 11 G.P. and 12 X 500 W.P. bombs on tanks concentration in woods at R-105115 (HOTTINAE) W.R.O., but observed 12 to 15 times to start.

Claims: Gun positions 0-0-3 at R-1112.

Losses: 174, damaged 1 P-47 category 1 due to flak.

Flak : Intense light at R-1112, Intense heavy at R-1215.

Observations: NIL.

15 P-47, UP 1500, TOT 1640-1715, D/T 1745. Air Cooperation near GABSEHIN. Dropped 30 X 1000 G.P. and 15 X 100 W.P. bombs dropped on a tank concentration in a wooded area at R-105115, W.R.O.

Claims: NIL.

Losses: NIL, damaged 1 P-47 category 2 flak and 1 P-47 category 1 flak.

Observations: NIL.

12 P-47, UP 1217, TOT 1300-1400, D/T 1504. D/S mission of M/Y at R-2855 (8 miles South West of LASSURE) and contacted an A/R in the same area. 24 X 1000 12 G.P. bombs dropped.

Claims: M/Y 0-0-1 (R-2855), Bridges 1-0-4, A/R cars 0-0-10, Rail cuts 2 (R-2854 and R-2753), M/T 3-0-17, Staff cars 1-0-0, Radio station 0-0-1 (R-2753), H.D.V. 0-0-2, Rail cranes 0-0-2.

Losses: NIL, damaged 2-2 P-47 category 2 flak.

Flak : Moderate light R-3524, Scant heavy R-3524.

Observations: M/Y at R-2855 1/2 full.

## 37180 GROUP

12 P-47, UP 1050, TOT 1120 D/T 1315. Army cooperation and Armed Recce dropped 8 X 500 G.P. 4 X 100 W.P. on R.R. at V-9012. W.R.O. 15 X 500 G.P. and 7 X 100 W.P. on R.R. cars stationary at VIMLACH R-2169.

Claims: R/R cars 12-0-10, Loco 0-0-2, Rail cuts 3, Bridges 2-0-0.

Losses: NIL.

8 P-47, UP 1040, TOT 1115, D/T 1230. Army cooperation dropped 16 X 500 G.P. and 8 X 100 W.P. on cross road at V-7010, No hits.

Claims: Loco 0-0-1.

Losses: NIL.

Observations: 50 Box cars in M/T at OFFENBURG. No loco. 3 Trains 10 cars each no loco just North of M/Y. 30 Plus box cars area of W-0565.

11 P-47, UP 1043, TOT 1100-1145, D/T 1117. Army cooperation could not find target due weather. Jettisoned 22 X 500 G.P. and 8 X 100 safe area V-0013.

Claims: NIL.

Losses: NIL.

11 P-47, UP 1356, TOT 1440, D/T 1713. Air cooperation dropped 22 X 500 G.P. and 8 X 100 W.P. on alternate target, rail bridge W-023390, NO SHER had no target. Bridge probably damaged R.R.O. weather.

Claims: NIL.

Losses: NIL.

Flak : Moderate heavy BRISACE, INVAS. Intense light FRIEBURG inaccurate.



## CONFIDENTIAL

12 P-47, UP 1517, TOT 1630, DOWN 1701. Air cooperation mission dropped 24 X 500 G.P. 5 X 100 W.P. on tanks in woods E-105115, 2 fires started. 2 X 100 W.P. near misses.

Claims: NIL.

Losses: NIL.

Flak : Intense heavy E-1212, Intense light E-1112.

6 P-47, UP 1343, TOT 1400, DOWN 1445. Air cooperation mission, dropped 16 X 500 G.P. 8 X 100 G.P. 8 X 500 G.P. and 4 X 100 W.P. dropped on SASSACH V-9050 as controller couldn't be contacted. W.R.O. due weather. Enroute to target, 4 A/C separated from Squadron started to return due to weather one of which crashed, destroyed. 6 X 500 G.P. and 3 X 100 W.P. jettisoned by aborting A/C. 2 X 500 G.P. and 2 X 100 W.P. on crashed A/C.

Claims: NIL.

Losses: 1 P-47 crashed and burned V-2107 reason unknown, No chute seen.

Flak : NIL.

12 P-47, UP 1335, TOT 1415-1430, DOWN 1445. Air cooperation and A/C in the BRUIPES, STRASSBURG, area. 24 X 500 lb G.P. and 6 X 100 W.P. Bombs on gun positions at road junction E-130102 (SASSACH) W.R.O. 2 X 100 jettisoned safe at V-5595.

Claims: NIL.

Losses: NIL.

Flak : Intense light at E-1310 and Scant heavy at E-1110.

Observations: NIL.

11 P-47 UP 1603, TOT 1635, DOWN 1724. Air cooperation. 18 X 500 lb G.P. Bombs dropped on 2 gun positions on East side of SASSACH (V-8147).

Claims: Gun positions O-O-2.

Losses: NIL.

Flak : Scant heavy and scant light at V-8147.

Observations: NIL.

#### Provisional Bomb Group

6 A/C conducted 3 Bomb missions.

Claims: NIL.

Losses: NIL.

#### 42nd Bomb Wing

##### 17th Bomb Group

26/O B-26's in vicinity Target 1137 hours R.R. bridge E-3528 1137 hours, mission aborted due weather.

Losses: 1 A/C crashed on landing, 1 crew member killed, cause unknown. 1 A/C crashed SASSACH, flak, crew believed safe. 6 A/C damaged due flak.

E/A : 1 FW 190 flying 4000 HAZARD area 1132 hours color blue and white. 1 ME 109 red tail flying East at 2500 1138 hours RASSACH area. 3 ME 109's flying North 10,000 vicinity RASSACH area. 1 Red nose FW 190 East of RASSACH 6,000.

Flak : Intense heavy accurate E-1008, E-1506, E-2519, E-3028. Moderate heavy accurate E-223.

##### 17th Bomb Group

26/O B-26 in vicinity target 1152 hours. R.R. bridge E-3528 mission abortive due weather.

Losses: 1 A/C crashed on take off due mechanical trouble, crew of six injured.

Flak : Marker flak observed at SOVER.

##### 320th Bomb Group

3/O B-26's OE 0915, DOWN 1135. Target supply dump E-5231 formation turned back V-7784 at 1055 hours due weather.

Losses: NIL.

##### 320th Bomb Group

53/O B-26's to bomb R.R. bridge E-5280 turned back V-7784 due weather.

Losses: NIL.

CONFIDENTIAL

34th Bomb Group

35/34 B-26's UP 1055 hours dropped 133 X 1000 G.P. on R.R. bridge, ~~WERNBERG~~  
V-8512. Did not hit target. 2 A/C damaged Category 1 flak. 2 A/C damaged  
flak category 2. Escort failed to R/V reason unknown.  
Flak: Moderate heavy accurate from target. Scant inaccurate heavy 1 mile  
North of ~~WERNBERG~~.

31st Bomb Group

23/20 B-26's dropped 133 X 500 G.P. on railroad bridge V-850132 target not  
hit. 30 bombs returned due cloud cover on bomb run.  
Losses: 1 A/C on bomb run flak, 1 A/C crashed V-8513, 7 crew members  
missing 5 minutes each. 6 A/C damaged category 1 flak. Fighter failed  
to R/V, reason unknown.  
Flak: Moderate accurate heavy from target, moderate inaccurate in area  
1 mile North of ~~WERNBERG~~.

FIRST FRENCH AIR FORCE1st Group

10 Spits, UP 1415, DOW 1550. Fighter sweep in ~~WERNBERG~~, ~~WERNBERG~~ area.  
Claims: NIL.  
Losses: NIL.  
Flak: Heavy inaccurate North of ~~WERNBERG~~.

3rd Group

8 P-47's, UP 1-15, DOW 1515, DOW 1420. Air cooperation. 24 X 500  
dropped on adjunction at V-730133 (B.R. ~~WERNBERG~~) no hits observed.  
Claims: NIL.  
Losses: NIL.  
Flak: Medium, moderate accurate at ~~WERNBERG~~. Heavy machine gun fire  
at V-735153.  
Observations: Armed vehicles South of road junction V-730133. Two red fires  
300 yards from woods at V-750140.

7 P-47's, UP 1-25, DOW 1514, DOW 1425. Air cooperation. 10 X 500 on road  
junction V-7715 near ~~WERNBERG~~. All missed 4 X 500 jettisoned.

Claims: NIL.  
Losses: NIL.  
Flak: Medium light and moderate accurate at ~~WERNBERG~~.  
Observations: NIL.

8 P-47's, UP 1335, DOW 1415, DOW 1535. Air cooperation. 15 X 500 G.P. on  
road junction at V-740124, near ~~WERNBERG~~. Target missed. 1 X 500  
returned to base.

Claims: NIL.  
Losses: NIL.  
Flak: Heavy, intense accurate at V-810160, V-730120. Medium intense  
accurate on road between V-800200 and V-800150. Light on road between  
V-787170 and V-717120.  
Observations: Concentration of armed vehicles, about 150 in ~~WERNBERG~~ forest on  
road between V-787270 and V-777120. 2 Tanks at V-797140.

4th Group

1 P-47, UP 1025, DOW 1150. Weather mission.  
Claims: NIL.  
Losses: NIL.  
Observed 5 H.D.V. at V-870.  
Flak: Light moderate accurate V-9770.

8 P-47's, UP 1400, DOW 1425, DOW 1514. Armed Recon. mission. Dropped  
16 X 500 G.P. bridge V-6616, damaged. 1 Road cut South East of bridge.  
1 R.R. cut South East bridge, 1 road cut North West end of bridge. R.N.O.  
due weather. Bldgs damaged V-6616 by 4 X 500 G.P. near ~~WERNBERG~~.  
Losses: NIL. Flak: Intense light inaccurate V-6616.

CONFIDENTIAL

CONFIDENTIAL

8 P-47's, UP 1545, TO 1520 DOWN 1515, Air cooperation mission. Dropped 14 X 500 G.P. on bridge W-621, 2 road cuts 1,0 miles West and East of bridge. F.R.O. on bridge.

Losses: NIL.

Flak : Heavy moderate, light scant inaccurate V-2098.

8 P-47's, UP 1515, DOWN 1445, DOWN 1440. Dropped 16 X 500 G.P. damaging road and cars at V-7512, 3 Road cuts V-7-11.

Losses: NIL.

Flak : Heavy moderate. Inaccurate V-7213, Light Intense-accurate V-7-16. Light intense-accurate V-7515.

6 P-47's, UP 1515, DOWN 1515, DOWN 1700. Dropped 10 X 500 G.P. on vehicles on road along canal between RONE and RHEIM rivers South of HUSCHEN. S.W.

Losses: NIL.

Flak : Light intense inaccurate V-7712, V-7711. Moderate-accurate V-7-16 Heavy moderate-accurate V-7-13.

7 P-47's, UP 1620, DOWN 1700. Mission aborted due weather.

2/33 Squadron

2 A/C conducted Tac/R mission.

Claims: NIL.

Losses: NIL

#### Western French Air Force

15 aircraft attacked a fortification at RHEIM in the LA ROCHELLE area.

11 tons of G.P. bombs were dropped with poor to fair results.

Claims: NIL.

Losses: NIL.

An unreported number of aircraft conducted 1 escort mission, 1 P/R mission and 1 artillery adjustment mission.

#### G.I.F.

A total of 2 FW 190's and 4 ME 109's were sighted by units of the First Tactical Air Force on 22 January 1945. These aircraft were in the general area of RHEIM and LA ROCHELLE. They were not aggressive and no encounters resulted.

Reported by 44 Division: At 1345 hours 2 P-47's with red tails, red noses and black crosses on wings, flew over a string of vehicles at Q-653. They did not attack, but flew South and strafed DHERACK (Q-6549). There were 2 P-47's with the same markings sighted and it is assumed the latter were flying top cover. Shortly after the strafing of DHERACK, 4 German marked P-47's strafed front line troops in the same locality and it is believed that the same A/C took part in this.

From other sources: 1710-1721 hours. 1 A/C bombing, probably recon. Landed in STUTTGART area. 1930 A/C airborne, probably recon.

#### STATUS of COMMUNICATIONS

In the MOSELLE-RHEIM triangle, chief interest during the past 24 hours centers in the South Eastern portion where enemy ground action has been considerable. Railroad-interdiction in this area had been negligible. Photo intelligence reveals that the enemy is using approximately 40 RAIL crossing including 4 rail and the remainder road pontoon bridge and ferry crossing between MANNHEIM and just North of STRASSBURG. The rail route from MANNHEIM to the front lines East of RHEIM is probably serviceable, although no reports of activity on this line have been reported.

Extensive N/T traffic was observed however, STRASSBURG-LUTHERSHEIM.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

area moving in all directions. Additional M/T movement of considerable intensity was observed in the vicinity of BIECHS and 40 to 50 M/T vehicles were collected in the nearby woods.

No activity was observed at the important rail centers of LINDAU, NEUSTADT and KATZENBACH, though some rolling stock was present at all these points.

In the OFFENBURG-FREIBURG-COLMAR area some interdiction was reported. Rail cuts were claimed on the important OFFENBURG-KOLMAR line at a junction point 10 miles south west of OFFENBURG and a minor rail bridge was damaged and temporarily blocked 5 miles north west of FREIBURG. Road blocks were also reported at several points.

Although it seems unlikely that these attacks have accomplished any considerable interruption of traffic, the fragmentary observations which have been reported preclude an appraisal of status of communications east of the Rhine below STRASSBOURG. By the same token no definite exists with regards to the general status of enemy communications in or adjacent to the DRELLS-REIMS triangle.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## CONFIDENTIAL

[REDACTED]

Total Sorties (206 Bombers, 227 Fighters)

206/167 ST ERKRA I, 402 tons, good.  
 1/1 RHEINE (V 81) W/Y, 2.5 tons, good.  
 12/12 WIPOLAR (A 25), 28.87 fair.  
 5/5 COMMERICE (W 20), 12 tons, fair.  
 12/12 Targets of opportunity, 30 tons, fair.  
 Claims: E/A ground 3-C-1, Locos 6-C-3, Oil cars 3-C-3, M/T 1-C-0.  
 Losses: 9 Bombers (2 to A), 7 Bombers (Cause unknown), 1 fighter flak.

RAFNight Jan 21/22 (12 sorties)

76/70 KASSEL (L 52), 70.4 tons, good.  
 4/4 KAMAZ (K 51), 3.3 tons, unobserved.  
 Claims: Nil. Losses: 1 Mosquito.

Day Jan 22 - No operations due to weather.

2nd TAFNight 21/22 Jan. (127 sorties)

38 Mosquitoes attacked railroads and roads at KRIEDEL, WEST, leading to and British Army.  
 39 Mosquitoes on defensive patrol, uneventful.  
 Claims: M/T 4-C-18. Losses: 1 Mosquito.

Day 22 Jan. (1132 sorties)

450 a/c on ground recon: WRIGHT, POTTER, WISLER (L 97), RHEINE (V 81), COMMERICE (W 20), FRERICH (F 74), RHEINE (F 74).  
 35 a/c on ground recon support attacked targets in WEINSTEIN (27) area and road sites at MILLERHOLM (D 6, supported area south CRF and west of RHEINE (E 7)).  
 630 a/c on immediate support at MILLERHOLM (E 7).  
 190 a/c on fighter operations.  
 120 a/c on recon.  
 Claims: M/T 24-C-6, Targets 3-C-5, Locos 15-C-63, T.P. 26-C-203, TV 1-C-2, Tugs 1-C-0, M/Ts 3-C-3, rail cuts 10, V-1 1-C-0, E/A air 7-C-1, E/A ground 6-C-1.  
 Losses: 6

5th TAFNight 21/22 Jan (3 sorties)

Defensive patrols area of WEINSTEIN.

Day 22 Jan (1561 a/c)

340 Bombers, 1221 Fighters. Medium bombers attacked BULLY (156) railway bridge, 2 attacks; 55 B-24, 103.5 tons, poor and unobserved.  
 79 a/c attacked railroad bridge at SINGAR, dropped 129 tons, MRO.  
 32 a/c attacked railroad bridge at JINZEC (F 61), 63 tons, good.  
 50 a/c attacked BLANKEN highway bridge, 32.5 tons, good.  
 67 a/c attacked M/Y at CRALSTEIN, 133.75 tons, good, MRO.  
 27 a/c attacked BLANKEN communication center, 52.5 tons, good.  
 Losses: 8 a/c (5 M/Y, 3 cause unknown)

1st TAC - (466 sorties)

366/350 53 missions, 142 ton G., 20 ton frags, 44 Rockets. Armed recon area of FULFINGTON, KOBLENZ and BOMM, supported 7th Armored Division and 3rd U.S. Army. Gave escort to medivacs and flew defensive patrols.  
 Losses: 6 a/c (3 flak, 1 cause unknown, 2 M/Y, 1 R.)

CONFIDENTIAL

CONFIDENTIAL

XII REG:

554/553, 54 Misiones, 228 ton G.P., 50.6 frs. s, 95 Incen. boxes. Area of T.I.M., S.M.A., T.C., T.C.T. and F.M.K.E.U.M., supported 1st U.S. Army and flew fighter sweeps in area of T.I.M.  
Losses: 5 a/c (7 flak, 1 H.Y.R.)

XIII REG:

104/103 sorties, 77ton T.P., 1724 frs. s. Area of T.I.M., T.C.T., T.C.T. and T.C.T., supported First and Ninth Army. Also flew a defensive patrol.  
Losses: 2 a/c.

Locos for 9th A.F. 155/121, Consolidated Maines: M/A 4-0-0, AFV 3-0-57, Locos 1-0-2, R' cars 110-0-280, Rail cars 30, Communications 57-0-31, RIV 3-0-0, Ammo Dump 1, W/T 1559-0-1134.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFU 374

COSUM NUMBER 20

Period 191000 to 201500

THIS PAGE IS UNCLASSIFIED

319335 (Am Type Summary)  
1st TAC AF (P.O.D.)

P. 1955

MISSIONS  
XII TAC FR TAC TOTAL

8 2 10

## SOURCES

XII TAC FR TAC TOTAL

F/B 83 6 89  
H/F 2 2  
Tac/R 2 2  
Total 85 8 93

## TONNAGE:

F/B

G.P. 43.50  
H.P. 2.10  
Frag 53  
46.18

(Western French Air Force Report for  
20 Jan. received late.)

## MISSIONS

4

## SOURCES

F/B 8

Tac/R 1

Total: 9

Tonnage: 5 ton GP

## CLAIMS

XII TAC FR TAC TOTAL

E/A in air 5-0-0 5-0-0

H/T 2-0-2 2-0-2

Blogs 16-0-4 16-0-4

Gun -  
pos. 0-0-1 0-0-1

H/T\* 0-0-1 0-0-1

Rail-  
cuts\* 1 1

Locos 0-0-1 0-0-1

EDV 5-0-0 5-0-0

BARGES 2-0-2 2-0-2

PIERS\* 1-0-0 1-0-0

## LOSSES

Lost Damaged Missing

XII TAC 1 2 0

FR TAC 0 0 0

Total: 1 2 0

## LOCATIONS \*

Rail cut: W0377

Pier : V7585

M/Y : S7430

## XII TAC:

1 P-47 lost, cat 3, due to belly-landing.  
2 P-47's damaged, cat 1, due to flak.

CONFIDENTIAL

## CONFIDENTIAL

## XII TAC

415th Night Fighter Sq. - Night 19/20 Jan

2/2 a/c conducted 2 patrols with-out incident.

Claims: NIL

Losses: NIL

50th Gp. - 3 missions, 47 sorties

47/47 P-47's conducted 3 air cooperation missions with the 7th US Army.

Targets attacked were Bldgs at B435218, Barrack type Bldgs in wooded area, at S0402. 24X500 and 8X100 bombs were egg basketed on town 7 mi NE of STRASBOURG by instruction from controller.

Times up: 0921, 0910, 0935.

Times down: 1132, 1136, 1201.

Tonnage: 13 ton GP, .58 ton Frags, .55 MP, Total: 14.13 tons

Claims: B/A 5 C-O, Bldgs 6 C-O, M/T C-O-2, Rail cuts 1 (W 0377).

Losses: 1 P-47 cat 3, due to belly-landing.

Damaged: 1 P-47 cat 1, due to flak.

E/A activity: 5 MIG-9's were seen at 1100 hrs on deck near DLAUSCHINGEN (W 5329). One flight of P-47's made an attack and claim 5-C-O. E/A painted black under fuselage and white on top with black crosses.

358th Gp. - 3 missions, 38 sorties

36/36 P-47's conducted 3 armed Recce missions in the METZUSE, METZ, METZ, COLMAR areas. Targets attacked were a pier and barges at V8513, Bldgs at W7535, M/Y at M00133HAYEN, Bldgs at V7218 and road bridge at V7218, R.R. bridge at BRUNACK (No claims or hits on bridges).

Times up: 0815, 0820, 0830.

Times down: 1005, 1110, 1032.

Tonnage: 30.50 tons, GP, 1.55 MP, Total: 32.05 tons

Claims: Locos C-O-1, M/T 2-C-O, Bldgs 6 C-O, Piers 1-C-O, Bldgs 10-C-1, Gun Positions C-O-1, M/T 1 Damaged (S7430)

Losses: NIL

Damaged: 1 cat 1, due to flak.

E/A activity: NIL

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

42ND BOMB WING : ALL UNITS STOOD DOWN DUE TO WEATHER.

## FIRST FRENCH AIR FORCE

4th Gp.

6/6 P-47's to attack ammo dump at V 83361, unable to bomb due to weather, jettisoned bombs.

Times up: 1045

Times down: 1140

Claims: NIL

Damaged: NIL

Losses: NIL

E/A activity: NIL

2/13 Gp.

2/2 a/c airborne, circled base, returned to base due to weather.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

## WESTERN FRENCH AIR FORCE - 4 missions, 9 sorties

6/6 attacked troops at AIG-BOETILLIE and dropped 5 tons of bombs with good concentrations.

1/1 on reconnaissance.

2/2 strafing in LA FOCHVILLE area.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



CONFIDENTIAL

FLY

Moderate heavy, COLLIER, KNEUBERGSACH.  
 Scant heavy, V3513.  
 Intense light, V9027, and V3513.  
 Moderate light, COLLIER, KNEUBERGSACH.  
 Scant light, V7311.

G.A.F. ACTIVITY

A total of 5 ME109's were sighted and encountered by a unit of 1st IAF on 20 Jan. It is a guess that the above E/A were on a training flight as they were not aggressive and avoided combat. One flight of P-47's made the attack and shot down 4 of them. One P-47 which was out of ammo dived on one E/A and rather than engage, pilot of ME109 bailed out without a shot being fired.  
Reports from other sources: C910 - unidentified a/c, 1007- 1016 a/c homing area North of HANOV. 1153-1204, A/C homing. 1219-1233 a/c homing NE of HANOV. 1657-1744, a/c homing probably landing.

OBSERVATIONS

At V3514 landing piers approximately 30 ft long and 30 ft apart extending from both banks. About 6 barges moored on both sides of river covered with snow at 0930 hours.

LUDWIGSHAFEN - no locomotives appeared damaged but some tracks appeared in use. No activity at air drome R3621. Snow covered runways.

Unknown type of bridge knocked out and road bridge intact at BULMERSHEIM, V6715, 3 road bridges observed at V7213.

STATUS OF COMMUNICATIONS

Cumulative evidence from P.W. interrogation of former DEUTSCHRAIL employees (SHAEF summaries) indicates a steady decline in quality of rail service and a growing inability to handle even priority traffic on schedule. This situation is attributed to:

1. Scarcity of locomotives
2. Damage to vital centers particularly repair facilities, signals installations and switchman equipment.
3. Shortage of personnel due to induction of experienced workers into the armed services

ROSSUM - RHINE Triangle

Rail movement into the eastern third of the triangle has not been appreciably restricted as evidenced by the continued activity observed however fighter bomber rail cutting may have hampered movement from the RHINE river into the sector west of LANDAU, METZELER and necessitating the establishment of de-training points from which troops are marched to the front lines.

The recent activity in the FELSLETT area, W and E of STRASBOURG was evidently the build up of reinforcements (troops and supplies) which has enabled an aggressive enemy (an estimated 10,000 troops with armor) to establish a strong salient threatening BISMILLER. A 17 Jan report states considerable troop transport moving from SCHAFFENBURG in direction of BASLETT which may have contributed to the buildup.

S and E of STRASBOURG at LAHR ground reports indicate a new armored division is grouping. The LAHR is well served by road and rail and LAHR itself is an excellent rail head, and could be supplied from the VILLINGEN-DOBERSCHINGEN or LOBACH area.

INTELLIGENCE REQUIREMENTS

3 main areas deserve the attention of all units with emphasis on concentrations of box cars and flats direction of movement and rail heads in -

1. The rail net in the ROSSUM triangle.
2. The rail net South and East of COBLENZ.
3. The communications net in the area STRASBOURG, BASLE and East to STUTTGART - TUEBINGEN.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

8TH A.F.

Day 20 Jan. - Total sorties 1146  
 762/674 Bombers.  
 384/358 Fighters

309/36 on ST ENGEADE / HOLT synthetic oil plant. 93 tons, all results unobserved due to weather. ( 273 a/c aborted)  
 0/225 on REIMS RR center, 568 tons. (V81)  
 115/187 on HEMERON RR center, 545 tons.  
 0/8 on PBOREHEIM RR center, 22 tons.  
 230/170 on HALLHEIM Road and rail bridges, (M50) , 418 tons.  
 0/24 on STUGART ( S02) 60 tons.  
 21 a/c on Targets of Opportunity near HALLHEIM (M50) 52 tons.  
 1 a/c on Target of Opportunity, 4901 North 0848 East, 3 tons.  
 2 a/c on unidentified Target of Opportunity, 5 tons.  
 108 a/c aborted target.

Claims: E/A 1-0-0

Losses: 21 bombers. 13 Fighters ( 11 believed safe).  
 384 Fighters provided escort.

R.A.F. BOMBER COMMAND

No operations due to weather.

9TH A.F.

Night 19/20 Jan. 14 sorties

5 a/c defensive patrol.  
 1 a/c weather recon.  
 8 a/c Night Photo Recon.

Claims: NIL

Losses: 2

Day 20 Jan

9th TAC - Total sorties 97

36 a/c on armed recon.  
 11 a/c air cooperation over 7th Armored Div.  
 10 a/c on Photo Recon.  
 5 a/c on Photo Recon.  
 24 a/c on defensive patrol.  
 11 a/c on spec E/E mission.

Tonnage: Dropped 28 tons, GP, 2.95 tons of frags, 49 Rockets fired in REIMS (F61), MUNSTER (F31) area.

Claims: Locos, 1-0-0, RR cars 62-14-29, Bldgs 5-0-0, AFV 20-0-0, Rail cuts 2.  
 Supply dumps 0-0-1, MT 0-0-3, Gun positions 7-0-0. Losses: NIL

19TH TAC - Total sorties 12

8 a/c on defensive patrol.  
 4 a/c on weather recon.

Claims: NIL

Losses: NIL

29th TAC - Total sorties 149

105 a/c on armed recon in REIMS (K97) DUREN (F14) NEUSS (F28) areas.  
 16 a/c on defensive patrols.  
 12 a/c dived bombed RR bridge in NEUSS area, (F2791) Bridge severely damaged.

16 a/c on Tac/R mission.

Claims: Bridges 0-0-2, Locos 6-0-2, Rail cuts 23, M/T 38-0-20, Bldgs 4-0-6,  
 Factories 1-0-1, HDV 9-0-0, RR cars 74-0-72, AFV 1-0-0, Hwy cuts 5, RR stations  
 1-0-0, Guns 1-0-3.

Losses: NIL Tonnage: 55 GP tons.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

2ND TAF

Night 19/20 Jan.. 105 sorties

48 Mosquitos attacked 4 villages, BIRGELI (X86) WASEMUR (Z35)  
ORSENCK (X 87) and BRJELINZ. Results excellent.  
39 Mosquitos attacked above targets. Excellent results.  
3 Wellingtons on night recon.  
15 Mosquitos flew defensive patrols in RUMS/BREDA area.  
Claims: NIL Losses: NIL

Day 20 Jan - 470 sorties

Medium Bombers did not operate due to weather.

128 a/c on armed recon in RHINE (X81) RADERBERG (374) HALL (304) area.  
92 a/c on air cooperation against gun defended area and enemy head-  
quarters in HILFSTEG (X37) area.  
132 a/c on pre-arranged air cooperation rail cutting in the AMERSFOORT  
area.  
54 a/c on weather, photo and Tac / Recon.  
64 a/c on fighter operations.  
Claims: , Rail cuts 17, MT 3-0-5, Locos 0-0-8, RR cars 1-0-22  
Losses: 13 majority thought to be at other bases yet to return.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

**URGENT** **CONFIDENTIAL**

In reply cite: D-4490

January 22nd

From : 1st Tactical Air Force Prov

To : USSTAF Main attn: D/Ops  
SHAEP Air Main Ops Records  
SHAEP Air (Stansmore) Ops Records  
Air Ministry War Room Whitehall

First Tactical Air Force (Prov) OPRUM No. 21 period 201800 to 211800.

**Part I. Bombers.**

5-5 Marylands Olerons Islands barracks 4 tons NRO, all other units did not operate due to weather.

**Part II. Fighters and fighter-bombers.**

**Fighter-bombers**

A. Ground forces cooperations.  
Armed recon  
B. 23 F-47  
C. 12 F-47  
D. 5.5 tons GP by F-47  
E. Nil  
F. Nil  
G. Nil

**Fighters**

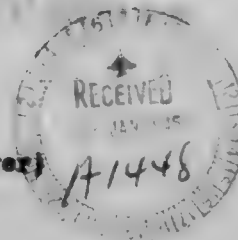
Nil  
Nil  
Nil  
Nil  
Nil  
Nil  
Nil

**Part III. Reconnaissance.**

|         |     |        |
|---------|-----|--------|
| TAC/Ron | 2-2 | F-6    |
|         | 3-3 | Falser |
| F/R     | 1-1 | Ja-28  |
| Total   | 6-6 |        |

No claims. No losses. No E/A sighted.

USSTAF Main in 13322 (cont'd over)



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HQ, US STRATEGIC AIR FORCES IN EUROPE

# INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT

SECRET

In reply cite: 04407

January 21st

From : 1st Tac Air Force Prov

Internal Address:

To : SSSTAF

Air Staff S-440F, Ops Records  
Air Staff S-440F (Near, Ops Records)  
No Ninth Air Force, 2nd Air  
Ministry War, 6th Army, SSSTAF  
From 1st Tac Air Force Prov  
Sgt. Royce

Night 20/21 January no operations due to weather. Day 21 January 14 sorties 5 missions. Medium bombers did not fly. 11 P-47's flew 1 mission of air cooperation to US Seventh Army supposed concentration of tanks in woods near Bischweiler at 140914. All bombs in target area. 3 aircraft flew 2 weather reconnaissance missions. 11 P-47's aborted on 2 air cooperation missions due to weather. Tonnage 5.5 tons general purpose. Claims: nil. Losses: nil.

## SSSTAF DISTRIBUTION:

Action : D/Ops (5)

Info : D/CG Ops  
D/Intel (4)  
Seat Control (2)  
C/3  
AG Records

SSSTAF Main in 13309



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

URGENT SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

IN REPLY CITE: D 4345

21 JAN

FROM: 1ST TACAF PROV 210111A

INFO: 1ST TACAF PROV

TO : HQ USSTRAF 210521A  
2ND TAC  
AIR DEFENSE CREST BRIEFING  
AIR CMB BULHOMSE  
AIR STAFF STAFF

TO : 1ST TACAF PROV 210111A,  
AIR STAFF STAFF 210111A, RECORDS,  
1ST TACAF, 2ND TACAF, 1ST TACAF  
1ST TACAF and 1ST TACAF, 1ST TACAF,  
1ST TACAF  
FROM: 1ST TACAF PROV  
SUB: 210111A

Night 19/20 Jan total sorties 22/2. Nightfighters on patrols. 20 Jan total sorties 91, 47/47. 1/0 conducted. 1st cooperation missions. The 7th US Army attacked buildings at 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 1513. 1514. 1515. 1516. 1517. 1518. 1519. 1520. 1521. 1522. 1523. 1524. 1525. 1526. 1527. 1528. 1529. 1530. 1531. 1532. 1533. 1534. 1535. 1536. 1537. 1538. 1539. 1540. 1541. 1542. 1543. 1544. 1545. 1546. 1547. 1548. 1549. 1550. 1551. 1552. 1553. 1554. 1555. 1556. 1557. 1558. 1559. 1560. 1561. 1562. 1563. 1564. 1565. 1566. 1567. 1568. 1569. 1570. 1571. 1572. 1573. 1574. 1575. 1576. 1577. 1578. 1579. 1580. 1581. 1582. 1583. 1584. 1585. 1586. 1587. 1588. 1589. 1590. 1591. 1592. 1593. 1594. 1595. 1596. 1597. 1598. 1599. 1600. 1601. 1602. 1603. 1604. 1605. 1606. 1607. 1608. 1609. 1610. 1611. 1612. 1613. 1614. 1615. 1616. 1617. 1618. 1619. 1620. 1621. 1622. 1623. 1624. 1625. 1626. 1627. 1628. 1629. 1630. 1631. 1632. 1633. 1634. 1635. 1636. 1637. 1638. 1639. 1640. 1641. 1642. 1643. 1644. 1645. 1646. 1647. 1648. 1649. 1650. 1651. 1652. 1653. 1654. 1655. 1656. 1657. 1658. 1659. 1660. 1661. 1662. 1663. 1664. 1665. 1666. 1667. 1668. 1669. 1670. 1671. 1672. 1673. 1674. 1675. 1676. 1677. 1678. 1679. 1680. 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700. 1701. 1702. 1703. 1704. 1705. 1706. 1707. 1708. 1709. 1710. 1711. 1712. 1713. 1714. 1715. 1716. 1717. 1718. 1719. 1720. 1721. 1722. 1723. 1724. 1725. 1726. 1727. 1728. 1729. 1730. 1731. 1732. 1733. 1734. 1735. 1736. 1737. 1738. 1739. 1740. 1741. 1742. 1743. 1744. 1745. 1746. 1747. 1748. 1749. 1750. 1751. 1752. 1753. 1754. 1755. 1756. 1757. 1758. 1759. 1760. 1761. 1762. 1763. 1764. 1765. 1766. 1767. 1768. 1769. 1770. 1771. 1772. 1773. 1774. 1775. 1776. 1777. 1778. 1779. 1780. 1781. 1782. 1783. 1784. 1785. 1786. 1787. 1788. 1789. 1790. 1791. 1792. 1793. 1794. 1795. 1796. 1797. 1798. 1799. 1800. 1801. 1802. 1803. 1804. 1805. 1806. 1807. 1808. 1809. 1810. 1811. 1812. 1813. 1814. 1815. 1816. 1817. 1818. 1819. 1820. 1821. 1822. 1823. 1824. 1825. 1826. 1827. 1828. 1829. 1830. 1831. 1832. 1833. 1834. 1835. 1836. 1837. 1838. 1839. 1840. 1841. 1842. 1843. 1844. 1845. 1846. 1847. 1848. 1849. 1850. 1851. 1852. 1853. 1854. 1855. 1856. 1857. 1858. 1859. 1860. 1861. 1862. 1863. 1864. 1865. 1866. 1867. 1868. 1869. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 210

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS  
PAGE  
IS  
UNCLASSIFIED

A-1385

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

OP PRIORITY SECRET

IN RASTLY CIT.: D 4343

20 JAN

FROM: 1ST LCAF PROV 202350.

INTERNAL ADDRESS:

TO : AM 210241.

TO : CG USSTAF  
FROM: 1ST LCAF  
SGD : ROYCE

AA 7th US Army. 1st French Army. BB 47 P-47. CC 14.13 tons.  
DD Bldgs 6-0-3, H/T 0-0-2, rail out 1 at #0377. EE LZ 1095-0-0air.  
FF: 5 aircraft on training flight near Donauwuechingen. Anti aircraft  
moderate heavy colmar. Houbievach. Scant heavy V 8513 moderate light  
Colmar, Breisach, scant light V 7011. GG 2 P-47. 36 P-47 conducted 3  
A/R missions in the Mulhouse, Zweibrucken, Colmar areas. Dropped 32.05  
tons of bombs. H/Hin: locos 0-0-1, H/T 2-0-0, H/V 5-0-0, barges 2-0-2,  
Piers 1-0-0, buildings 10-0-1, gun position 0-0-1, LZ damaged at 3 7+30.  
Anti aircraft same as above. Losses: nil, damage nil. A/A activity nil.

USSTAF DISTRIBUTION:

ACTION: D/OPS (5)

INFO : D/C OPS  
D/INT (4)  
AG RECORDS  
STAT CONT  
C/S

USSTAF IN 13154

9-1386

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

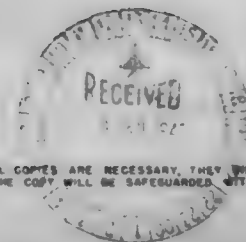
**SECRET**

HQ. US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COMB NUMBER 19

Period 181800 to 191800

MISSIONS

| WEAF | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|------|---------|--------------|--------|-------|
| 1    | 23      | 4            | 5      | 38    |

SORTIES

| WEAF     | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|----------|---------|--------------|--------|-------|
| 1        | 24      |              |        | 25    |
| F/B      | 212     |              | 33     | 245   |
| M/B      |         | 61           |        | 61    |
| Tac/R    | 12      |              | 2      | 14    |
| P/R      | 2       |              |        | 2     |
| Total: 1 | 250     | 61           | 35     | 347   |

| WEAF | GP  | MP  | PAPALIN | FRAGS  | TOTAL |
|------|-----|-----|---------|--------|-------|
| 127  | 3.6 | .75 | 1.04    | 132.39 |       |

CLAIMS

| WEAF  | 42 BOMB WING | FR TAC | XII TAC                              |
|---|--------------|--------|--------------------------------------|
| NIL   | NIL          | NIL    | Flags 91-0-25 R/R cars 4-0-1         |
| LOCATIONS: R/R cuts MC3322, M1834, and M1919. |              |        | R/R cuts * 3 Locos 0-0-1             |
| M/Y- M2179.                                   |              |        | M/Y * 0-0-1 EDV 2-0-2                |
| Road bridge- R171171.                         |              |        | M/T 2-0-3 Barges 5-0-0               |
| Road block- R171171.                          |              |        | Tanks 4                              |
| ** Crew unable to report number of each.      |              |        | M/T ** 20-0-0 Pontoon sections 0-0-3 |
|   |              |        | PD Bridge * 0-0-1 RI Block * 1       |

LOSSES

|         | WEAF | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|---------|------|---------|--------------|--------|-------|
| Lost    | 1    | 1       | 2            | 0      | 4     |
| Damaged | 0    | 3       | 0            | 1      | 4     |
| Missing | 0    | 0       | 0            | 0      | 0     |
| Total:  | 1    | 4       | 2            | 1      | 8     |

XII TAC: 1 R-47 lost, crashed while strafing, cause unknown, pilot M. I. A.  
3 R-47's Out 1 flak.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

42 BOMB WING: 1 B-26 Cat 3 crashed at base while landing in snowstorm - had engine trouble - crew safe.  
1 B-26 lost, cause unknown, crashed 8 miles S-E of BESANCON - entire crew of six believed killed.

FR TAC: 1 P-47 Cat 1 flak.

WFAF: 1 A-24 lost, cause unknown - two killed.

42 BOMB WING

320 Bomb Gp - (2 missions, 28 sorties).

3/0 B-26's flew one mission that was aborted due to weather at target. Primary target was supply dump at B249027 and dropping of windows in advance of main formation attacking ACHEN M/Y. Formation turned back at W2763. All bombs brought back.

27/0 B-26's flew one mission that was aborted due to weather at target. Primary target was ACHEN M/Y at B241036. 1 a/c returned early due to mechanical trouble, and one left formation at W0235 at 1410 hrs. This a/c crashed 8 miles S-E of BESANCON - entire crew of six believed killed. Formation turned back at W2763. All bombs returned.

E/A: Nil. Observations: Nil. Claims: Nil. Tonnage: Nil.

Losses: 1 B-26, cause unknown, crew of six believed killed.

Times up: 1300, 1302. Times down: 1526, 1528.

17 Bomb Gp - (2 missions, 33 sorties).

19/0 B-26's flew one mission that was aborted due to 10/10 cloud at 10,000 feet in target area. Target was RASTATT R/R bridge at B351288. Five a/c returned early as they could not join up. 4x1,000 lb. GP bombs salvoed at J9040 at 1600 hrs by a/c with engine trouble. All other bombs returned.

22/0 B-26's flew one mission that was aborted due to overcast in target area. 3 a/c aborted early, 2 due to mechanical failure, and one due to sick crewman.

E/A: 4 ME-109's seen in vicinity of PROFFERDORF, at 8,000 feet, at 1548 hours by flight of 19 B-26's - no encounter.

Observations: Nil. Claims: Nil. Tonnage: Nil.

Losses: 1 B-26 Cat 3, crashed at base while landing in snow storm, had engine trouble, crew safe.

Times up: 1350, 1337. Times down: 1730, 1620.

XII TAC

415 Night Fighter Sq - Night 18/19 Jan: No operations due to weather.

50th Gp - (72/72 - 5 missions).

72/72 P-47's flew 5 close support missions. M/Y at B5750 bombed, WED. Town at B636454 large fire started. 13 tons in target area at HERLISHEIM, 70 buildings destroyed and large explosion. Supply dump at B291235 red flames and red smoke seen. DIERSHEIM-B112053.

Observations: Germans using white on town of GALTSHHEIM. 2 empty barges at B125085. Great red glow 8 miles south of STRASBURG.

Claims: Bldgs 71-0-0. Losses: Nil. E/A: Nil.

Damaged: 1 P-47 Cat 1 flak. Tonnage: 20.5 GP, 1.25 MP.

Times up : 1610, 1551, 1344, 1258, 1311.

TOT : 1635, 1645, 1435, 1350, 1345.

Times down: 1729, 1740, 1538, 1434, 1511.

324 Gp - (41/41 - 4 missions).

41/41 P-47's flew 4 D/E missions. Barges along the Rhine were given as targets, but none were found. Towns bombed as targets of opportunity were: town of WORTH, and M/Y at B387503, ZWILBRUCKEN-140, 14 hits in town of NIEDERBODEN, train at W0362-railcut made there.

## CONFIDENTIAL

Observations: No activity on Rhine North of RASTATT and flights were unable to see Rhine South of RASTATT. R/R bridge knocked out at R274271. HATTEN on fire. 3 tanks facing South in clearing at R226325 with corise panels displayed near tanks.  
 Claims: R/R cars 1-0-1, Bligs 14-0-15, R/R cuts 1 at W033622.  
 Losses: Nil. Damaged: 1 P-47 Cat 1 flak.  
 E/A: 2 unidentified fighters seen near RASTATT flying South at 1620 at 15,000 feet. No contact. At 1615 hours 1 unidentified twin engine E/A at 6,000 feet flying E-W 15 miles North of STRASSBURG.  
 Tonnage: 20 GP, .75 Hapain.  
 Times up : 1545, 1240, 1250, 1535.  
 D/T : 1630, 1345, 1335-1350, 1620.  
 Times down: 1725, 1450, 1455, 1715.

## 358 Gp - (76/76, 7 missions).

76/76 P-47's flew 7 close support missions, doing A/R after 3 of them. Pontoon sections bombed at R5551, no hits. By strafing, 3 sections were damaged. All hits in target area on concentration of tanks at R1112. Enemy personnel and equipment bombed in woods at R1010-11. 20 M/T and tanks destroyed on both sides of Rhine at R1010, and German personnel killed. IFFMILIM bombed at R3025-110. Hits in N-E section of HELLISHEIM. GREGELACH M/Y damaged with 8 tons of 1,000 pounders.  
 Observations: 2 large vans going West at R3184 around 1530 - painted white and had red crosses on them. 30 plus flat cars and loco going West at R4366 - loaded with crates. Possible pier at R0702. Fires in GEMERSHEIM.  
 Claims: Loco 0-0-1, R/R cars 3-0-0, Bligs 6-0-10, M/Y 0-0-1 at W2179, R/R cuts 1 at W1884, EDV 2-0-2, M/T 2-0-3, Barrage 5-0-0, Pontoon sections 0-0-3, Tanks and M/T 20-0-0.  
 Losses: 1 P-47 crashed while strafing, pilot M. I. A.  
 Damaged: 1 P-47 Cat 1 flak. E/A: Nil.  
 Tonnage: 62.5 GP, 2.05 MP, 1.04 Frags.  

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1445     | 1510-1610         | 1645       |
| 1500     | 1540-1630         | 1700       |
| 1519     | 1600              | 1714       |
| 1500     | 1523-1605         | 1630       |
| 1142     | 1213-1245         | 1345       |
| 1215     | 1240-1310         | 1419       |
| 1155     | 1220-1300         | 1345       |

## 371 Gp - (47/47 - 4 missions).

24/24 P-47's on 2 escort missions to B-26's.  
 23/23 P-47's on 2 close support missions bombing highway bridge across Rhine at R171171, 1 hit on West end and bridge damaged - road block made. R/R cut made at W1999.  
 Observations: Nil. E/A: Nil. Tonnage: 10.25 GP, 3 MP.  
 Claims: Road bridge 0-0-1 at R171171, Road block 1 at R171171.  
 Losses: Nil.  
 Times up : 1335, 1405, 1550, 1719.  
 D/T : 1600, 1530-1445.  
 Times down: 1503, 1625, 1721, 1526.

## Prov Rocce Gp - (14/14 - 3 missions).

12/12 a/c flew 3 Tco/R missions.  
 2/2 a/c flew 2 R/R missions. All in BASLE, DOERLACH, RHINE VALLEY, and BERSACH area. R/R bridge at BERSACH is in.  
 Claims: Nil. Losses: Nil.

CONFIDENTIALFIRST FRENCH AIR CORPS1st Group: No operations.3rd Gp - (22/21 -- 2 missions).

22/21 P-47's flew 2 close support missions. MULHAUSEN road bridge at V7612 bombed, but only near misses were made.  
 Observations: Nil. Claims: Nil. Losses: Nil. Tonnage: 10.5 GP  
 Times up 1530, 1510. Times over target 1605, 1550. Down 1655, 1640.

4th Gp - (11/11 -- 1 mission).

11/11 P-47's flew 1 close support mission against R/R crossing at R106108.  
 4 direct hits, several explosions with red smoke.  
 Observations: Numerous M/T at R106108, vehicles scattering, possibly hit. Intensive artillery fire at R1010.  
 Claims: Nil. Losses: Nil. E/A: Nil.  
 Damaged: 1 P-47 Cat 1 flak.  
 Time up 1545, time over target 1740, time down 1645.

2/33 Tac/R Sq - (4/2 -- 2 missions).

4/2 a/c flew 2 visual recon missions, one aborted, in sorties BASLE, BERSLACH, ERLINDIGEN, FREIBURG and MULHAUSEN.  
 Observations: Road bridge at CHALLESPE open, but pontoon section nearby.  
 Claims: Nil. Losses: Nil.  
 Times up 1455, 1500. Times down 1530, 1640.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCE - (1/0 - 1 mission).

1/0 A-24 flew 1 liaison mission in its' sector.  
 Claims: Nil. Losses: 1 A-24, cause unknown, 2 men killed.

G. A. F. ACTIVITY - 19 Jan.

By air: 4 ME-109's seen in vicinity of PROFFENHOFEN, 2 unidentified fighters near BASTATT, 1 unidentified twin engine 15 miles North of STRASSEBURG were all the E/A reported. No encounters and no jet propelled E/A sighted.  
 By 79 Div: At 1830 hours 1 E/A dropped one bomb and strafed in HAGENAU at R0424. E/A was not engaged and no casualties were suffered.

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## 2nd TAF

Night 18/19 Jan.

- 6 Mosquitoes on defensive patrols East of MASTRICHT, North of BEUS-  
SELS and NIJMEGEN (E76), and South of HOLLAND.  
Claims: Nil. Losses: Nil.

Day 19 Jan. - (35 A/R).

- 25 3 Missions in UTRECHT-(E19), OSNABRUGH-(W20), MUNSTER-(A97) areas.  
10 Recce.  
Claims: 1/T 1-0-4, Locs 0-0-5, TRG 2-0-2.

## 9th AF

Night 18/19 Jan: Nil.

Day 19 Jan. - (280/216 F/P, 64 A/R).

## 9th TAC

58/42

- 6 Missions, air cooperation 1st Army, A/R and 1st Army battle area,  
alert missions. Tonnage: 33 GP, 2.99 Frags.  
Claims: Nil. Losses: Nil.

## 19th TAC

154/149

- 17 Missions air cooperation 3rd, 8th and 12th Corps, A/R in TRIER-  
(L22) and ST VITH-(P88) areas. Tonnage: 57.5 GP, 2.34 Frags,  
4 IB.  
Claims: M/T 3-0-0, AFV 2-0-0, R/R cars 45-0-35, Gun positions  
6-0-0, Bldgs 6-0-0, R/R cuts 9, Highway cuts 9, M/Y 0-0-1,  
HDV 20-0-0.  
Losses: 4 a/c to flak.

29th TAC (under control 2 TAF).

4

- Defensive patrols and airfield cover.  
Claims: Nil. Losses: Nil.

Recce.

64/32

## 8th AF

Nil.

E. A. F.

Night 18/19 Jan. - (75).

- 56 Mosquitoes ST ERHRADE, NRO.  
12 Mosquitoes nuisance DUSSELDORF-(F79), KASSEL-(C20) experimental,  
EDINBURGH, NRO.  
7 Mosquitoes oil storage depot ROTTERDAM-(V13).  
Claims: Nil. Losses: Nil.

NOTE: \* represents First TACAF targets.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIALCOMMUNICATIONS SUMMARY

The most activity in the sector was observed opposite STRASBURG from OFFENBURG to LUDWIGSHAFFEN where the M/Y was 2/3 full and 10 locos had stern up. 2 M/T were observed going N in the vicinity of HOCKENHEIM. 30 M/T were S-W of RASTATT and 10 Tanks in vicinity of FREISTATT, HDV and M/T activity in vicinity ACHEN, where 50 plus boxcars, no loco, were reported. Between FREISTATT and SPYER 5 self-propelled barges are active as ferries.

No movement seen further north in Rhine Valley although at WILMINGEN there has been a slight but steady build up of boxcars. 40 boxcars were reported in IORACH, which is not unusual.

Rocco reveals that the SIMMERAN rail bridge in the Moselle Rhine river triangle is in which would allow traffic S-W from COBLENTZ as far as DILLWILLER where the rail bridge is believed still out, but where it might be possible to transship for points further south.

Considerable repair activity was observed in ST NEDEL M/Y which was believed 20% serviceable on the 16th.

No movement seen in SARGUEHEIM, SAARLUTHER.

On the 16th Jan photo cover of KAISERSLAUTERN showed 3 cuts on all tracks on the west side of the city. Heavies attacked on the 17th, but no information is available as to result. To the east rail cuts were effected between MARWIL and LANGMIL and LANGMIL and ECKENACK and HOCKENHEIM and NEUSTADT as no major damage was observed it is believed the lines will be only temporally unserviceable.

No observation was reported on BAD-KUNSPER.

PW's report LUDAU and LUTHELLER have been designated as detraining, entraining and rest centers. Although the M/Y at LUDAU has been temporarily out of commission, troops are detrained at LUDAU and LUTHELLER and marched to the front. The electric trolley line between LUDAU and NEUSTADT is being used daily for military traffic.

A train of 30 plus flats loaded with crates was observed going west towards LUDAU from GERNERSHEIM consistent with recent activity in that vicinity.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*Summary of 1400 12/11/44*

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PROVIDED SEPARATELY AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS  
PAGE  
IS  
UNCLASSIFIED

RECEIVED  
21198

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

EDITED LITERAL TEXT

1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

1. The first step is to identify the problem. This involves understanding the symptoms and the context in which they are occurring.

[illegible]

22. 07.2004

Version : 0/29

```
info      : 1/01 out
           : 2/inter (4)
           : 0/0
           : 3/ant control (1)
           : 4/decoding
```

Livingston in 1980

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS  
PAGE  
IS  
UNCLASSIFIED

SECRET

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

**SECRET**

THIS PAGE IS UNCLASSIFIED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS  
PAGE  
IS  
UNCLASSIFIED

2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE

INCOMING MESSAGE

EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

[Faint, mostly illegible text block, likely the body of the incoming message]

REMARKS: (Faint text)

1000000Z (Faint text)

USSTRAC DATA 11 112045

1000000Z (Faint text)

THE MAKING OF AN EXACT COPY OF THIS MESSAGE OR ANY PART THEREOF FOR OFFICIAL USE IS PROHIBITED. IF ANY COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREIN. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

SECRET

HQ, US STRATEGIC AIR FORCES IN EUROPE  
INCOMING MESSAGE  
EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

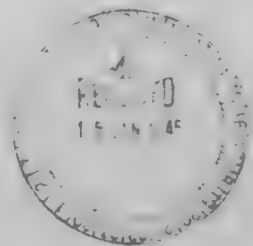
[Faint, mostly illegible text body of the message]

UNCLASSIFIED

REF ID: A7010 (5)

INFO: [illegible]  
[illegible]  
[illegible] (2)  
[illegible]

UNCLASSIFIED - 12049



SECRET

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*[Faint, mostly illegible text body]*

1. [illegible] (5)  
2. [illegible] (4)  
3. [illegible]  
4. [illegible]  
5. [illegible] (2)

UNCLASSIFIED

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

700 13/1

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

**SECRET**

# INCOMING MESSAGE

EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

Feb 5 - 1890

2-785

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

6

**SECRET**

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**



THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

715

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

A-704

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN. IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS  
PAGE  
IS  
UNCLASSIFIED

11/24/50 11:10 AM 5.6.6

TO : SAC ✓  
FROM : SAC ✓  
SUBJECT : [illegible]  
[illegible]

10/30/50 11:10 AM

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

6

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

319.55 Summary

[Faint, mostly illegible text block]

✓  
[Faint text]

000000 0000 0000 0000



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

6

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

217.55 summary of ...

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

719.55 Summary of 190101Z 1/57

TO: SAC, NEW YORK (100-100000) (P)  
FROM: SAC, NEW YORK (100-100000) (P)  
SUBJECT: [REDACTED] (U)  
[REDACTED]

1. [REDACTED]

2. [REDACTED] (S)

3. [REDACTED] (A)  
4. [REDACTED]  
5. [REDACTED]

USSF AF IN 10857

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

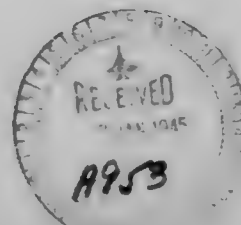
**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

THIS PAGE IS UNCLASSIFIED

TO: SAC, [illegible]  
FROM: [illegible]  
SUBJECT: [illegible]  
[illegible text follows]

US TAP 2014 12 10087



THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

6

**SECRET**



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON. THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE

**INCOMING MESSAGE**

EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SECRET

SECRET

SECRET

THIS PAGE IS UNCLASSIFIED

THESE RESULTS ARE IN ACCORD WITH THE FINDINGS OF OTHER STUDIES THAT HAVE SHOWN THAT THE USE OF A SINGLE-STEP PROCESS IS MORE EFFECTIVE THAN A TWO-STEP PROCESS IN THE TREATMENT OF ANXIETY DISORDERS.

19214 15422

17. 1941 18. 1942 19. 1943 20. 1944 21. 1945 22. 1946 23. 1947 24. 1948 25. 1949 26. 1950 27. 1951 28. 1952 29. 1953 30. 1954 31. 1955 32. 1956 33. 1957 34. 1958 35. 1959 36. 1960 37. 1961 38. 1962 39. 1963 40. 1964 41. 1965 42. 1966 43. 1967 44. 1968 45. 1969 46. 1970 47. 1971 48. 1972 49. 1973 50. 1974 51. 1975 52. 1976 53. 1977 54. 1978 55. 1979 56. 1980 57. 1981 58. 1982 59. 1983 60. 1984 61. 1985 62. 1986 63. 1987 64. 1988 65. 1989 66. 1990 67. 1991 68. 1992 69. 1993 70. 1994 71. 1995 72. 1996 73. 1997 74. 1998 75. 1999 76. 2000 77. 2001 78. 2002 79. 2003 80. 2004 81. 2005 82. 2006 83. 2007 84. 2008 85. 2009 86. 2010 87. 2011 88. 2012 89. 2013 90. 2014 91. 2015 92. 2016 93. 2017 94. 2018 95. 2019 96. 2020 97. 2021 98. 2022 99. 2023 100. 2024 101. 2025 102. 2026 103. 2027 104. 2028 105. 2029 106. 2030 107. 2031 108. 2032 109. 2033 110. 2034 111. 2035 112. 2036 113. 2037 114. 2038 115. 2039 116. 2040 117. 2041 118. 2042 119. 2043 120. 2044 121. 2045 122. 2046 123. 2047 124. 2048 125. 2049 126. 2050 127. 2051 128. 2052 129. 2053 130. 2054 131. 2055 132. 2056 133. 2057 134. 2058 135. 2059 136. 2060 137. 2061 138. 2062 139. 2063 140. 2064 141. 2065 142. 2066 143. 2067 144. 2068 145. 2069 146. 2070 147. 2071 148. 2072 149. 2073 150. 2074 151. 2075 152. 2076 153. 2077 154. 2078 155. 2079 156. 2080 157. 2081 158. 2082 159. 2083 160. 2084 161. 2085 162. 2086 163. 2087 164. 2088 165. 2089 166. 2090 167. 2091 168. 2092 169. 2093 170. 2094 171. 2095 172. 2096 173. 2097 174. 2098 175. 2099 176. 2100 177. 2101 178. 2102 179. 2103 180. 2104 181. 2105 182. 2106 183. 2107 184. 2108 185. 2109 186. 2110 187. 2111 188. 2112 189. 2113 190. 2114 191. 2115 192. 2116 193. 2117 194. 2118 195. 2119 196. 2120 197. 2121 198. 2122 199. 2123 200. 2124 201. 2125 202. 2126 203. 2127 204. 2128 205. 2129 206. 2130 207. 2131 208. 2132 209. 2133 210. 2134 211. 2135 212. 2136 213. 2137 214. 2138 215. 2139 216. 2140 217. 2141 218. 2142 219. 2143 220. 2144 221. 2145 222. 2146 223. 2147 224. 2148 225. 2149 226. 2150 227. 2151 228. 2152 229. 2153 230. 2154 231. 2155 232. 2156 233. 2157 234. 2158 235. 2159 236. 2160 237. 2161 238. 2162 239. 2163 240. 2164 241. 2165 242. 2166 243. 2167 244. 2168 245. 2169 246. 2170 247. 2171 248. 2172 249. 2173 250. 2174 251. 2175 252. 2176 253. 2177 254. 2178 255. 2179 256. 2180 257. 2181 258. 2182 259. 2183 260. 2184 261. 2185 262. 2186 263. 2187 264. 2188 265. 2189 266. 2190 267. 2191 268. 2192 269. 2193 270. 2194 271. 2195 272. 2196 273. 2197 274. 2198 275. 2199 276. 2200 277. 2201 278. 2202 279. 2203 280. 2204 281. 2205 282. 2206 283. 2207 284. 2208 285. 2209 286. 2210 287. 2211 288. 2212 289. 2213 290. 2214 291. 2215 292. 2216 293. 2217 294. 2218 295. 2219 296. 2220 297. 2221 298. 2222 299. 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 24

... ..

... ..

2000

10/10 1980

2.1/2

Q. Now, you said that you were not sure whether the person was a man or a woman, is that correct?

$\frac{d}{dt} \left( \frac{1}{r^2} \right) = -\frac{2}{r^3} \frac{dr}{dt}$

370

*[Faint handwritten notes at the bottom of the page]*

1. The first group of people who are interested in the study of the history of the United States are the people who are interested in the history of the United States.

314-99: ... .. 0-6-30.

1730: ... ..

DATE : 2/03/2001

1. Label (4)  
 2. Cost Control (1)  
 3. Cost  
 4. Cost of Labor  
 5. Records

US-146 22114 DI 9991

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY, THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED WHERE THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

6

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

HQ, US STRATEGIC AIR FORCES IN EUROPE  
**INCOMING MESSAGE**  
EDITED LITERAL TEXT

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THE MAKING OF AN EXACT COPY OF THIS MESSAGE, OR ANY PART THEREOF, IS FORBIDDEN IF ADDITIONAL COPIES ARE NECESSARY. THEY WILL BE PARAPHRASED VERSIONS AND WILL BE MARKED WITH THE SECURITY CLASSIFICATION INDICATED HEREON THE COPY WILL BE SAFEGUARDED WITH THE GREATEST OF CARE.

**SECRET**







THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

REPORTS OPERATIONAL REPORTS

|                 |                   |
|-----------------|-------------------|
| FILE NO.        |                   |
| 549,3063        |                   |
| Dec 44 - Dec 45 |                   |
| TO: MR.         | HISTORICAL OFFICE |
| TO: MR.         |                   |
| OF THE          |                   |

DECLASSIFIED

EO 11652

[REDACTED]

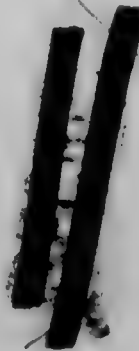
[REDACTED]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7651-5

DECLASSIFIED  
EO 11652



HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PRO)  
APO 374

MONTHLY OPERATIONAL REPORTS

HISTORICAL SECTION

RET

General Hatcher.

CLASSIFICATION CHANGED TO  
**SECRET**BY AUTHORITY OF THE  
COMMITTEE  
26 MAR 1964  
FV  
FIFTH A.F.~~SECRET~~INTENTIONS - Day, 28th NOVEMBER  
1944.No bomber operations.  
Fighter sweeps in COT, CPT, UG, UFG area.FIFTEENTH A.F.PLAN 'A' BRUX - Synthetic oil plants.  
LINZ - Blast furnaces - steel works and coking plant.PLAN 'B' Strafing railroads and aerodromes between BUDAPEST and VIENNA.R.A.F.B.C.

POTSDAM - M.T. and Miscellaneous Depot.

SECOND T.A.F.Bombers: Rail bridges over River IJSEL at TOLLE and DIVERTER.  
H.Q. and Billeting area in DUNKIRK.  
Forts at COVRAGE WEST and LARDAK (DUNKIRK area).Fighters: Support 2nd British and 1st Canadian Armies.  
Rail interdiction and Armed Recces. in CLAREBUCK and FIM  
HILDER area with attention to "BIG BIN" and rocket firing  
trains.  
Escort 2 Group bombers.NINTH A.F.Bombers: Defended villages at MERKIN and BINGEL (JOHN area)  
P.O.L. dump at DULMEN (S.W. of MUNSTER)  
Railroad bridge at SENGIG (COLOGNE area)  
Barracks area at WITTLICH. (N.E. of TRIER)  
Tank depot at ASCHAFFENBURG. (S.E. of FRANKFURT)Fighters: Support NINTH U.S. Army.  
Attack rails and bridges on outer interdiction lines.  
Armed Recces. and Fighter sweeps.  
Escort NINTH B.C.1st. T.A.C.A.F.XII T.A.C. RASTATT. Rail Bridge (S.W. of KARLSRUHE).  
2 Bridges over RHINE, west of FREIBURG.T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D**SECRET**

SECRETSECRET28 NOVEMBER 1944  
0200 hours.OPERATIONS FOR 27 NOVEMBER 1944

|    |                    |         |          |       |           |                       |
|----|--------------------|---------|----------|-------|-----------|-----------------------|
| 42 | C-47's (1X T.C.C.) | to A-93 | carrying | 37.8  | long tons | Diesel Fuel           |
| 33 | "                  | "       | "        | 73.6  | "         | P.O.L.                |
| 19 | "                  | "       | A-83     | 44.1  | "         | Coffee                |
| 11 | "                  | "       | "        | 25.0  | "         | Diesel Fuel           |
| 6  | "                  | "       | "        | 13.4  | "         | Signal Equipment      |
| 47 | "                  | "       | A-63     | 106.0 | "         | Diesel Fuel           |
| 12 | "                  | "       | "        | 26.8  | "         | S.A.F. Oil            |
| 5  | "                  | "       | A-54     | 11.1  | "         | Medical Supplies      |
| 3  | "                  | "       | B-53     | 6.7   | "         | Pierced Steel Plankg. |
| 15 | " (46 Group)       | "       | B-77     | 33.0  | "         | Army Freight          |
| 1  | "                  | "       | B-58     | 2.2   | "         | Sodium flare paths    |
| 3  | "                  | "       | "        | 6.4   | "         | R.A.F. Stores         |
| 19 | "                  | "       | B-53     | 40.0  | "         | Pierced steel plankg. |
| 1  | "                  | "       | A-54     | 2.2   | "         | R.A.F. Stores         |

Total Sorties flown 27 November..... 217 with 484.3 long tons  
 Total Sorties to U.S. Sector..... 175 with 327.8 long tons  
 Total Sorties to British Sector..... 42 with 156.5 long tons

SCHEDULED OPERATIONS FOR 28 NOVEMBER 1944.

|     |                    |         |          |                       |
|-----|--------------------|---------|----------|-----------------------|
| 191 | C-47's (1X T.C.C.) | to A-83 | carrying | gasoline              |
| 36  | "                  | "       | "        | signal equipment      |
| 11  | "                  | "       | "        | socks                 |
| 45  | "                  | "       | "        | Diesel fuel           |
| 56  | "                  | "       | A-63     | Diesel fuel           |
| 20  | "                  | "       | "        | gasoline              |
| 48  | "                  | "       | "        | S.A.F. Oil            |
| 10  | "                  | "       | "        | socks                 |
| 8   | "                  | "       | "        | C.W. equipment        |
| 2   | "                  | "       | A-93     | gasoline              |
| 2   | "                  | "       | "        | clothing              |
| 33  | "                  | "       | "        | Diesel fuel           |
| 34  | "                  | "       | "        | S.A.F. oil            |
| 13  | "                  | "       | "        | R.A.C. kits           |
| 5   | "                  | "       | A-64     | S.A.F. oil            |
| 18  | "                  | "       | "        | gasoline              |
| 3   | "                  | "       | "        | Diesel fuel           |
| 20  | "                  | "       | A-54     | Medical supplies      |
| 3   | "                  | "       | "        | Signal equipment      |
| 3   | "                  | "       | "        | Jeep and trailer      |
| 2   | "                  | "       | AY-9     | Medical supplies      |
| 2   | "                  | "       | B-77     | Food for the Dutch    |
| 70  | "                  | "       | B-53     | Pierced steel plankg. |
| 17  | " (46 Group)       | "       | B-77     | Misc. Army freight    |
| 1   | "                  | "       | B-58     | S.A.S. stores         |

Total Sorties Scheduled for 28 November 1944.... 655  
 Total Sorties for U.S. Sector..... 568  
 Total Sorties for British Sector..... 87

*John F.B. Mitchell*  
 JOHN F.B. MITCHELL, JR.  
 CAPT., A.C., for  
 R.B. BAGBY  
 COLONEL, A.C.,  
 OPS3/CATOR.

DISTRIBUTION

D/SC A-3 SHAEF(AIR)(2)  
 D/CS(AIR) A-4 SHAEF(AIR)  
 G-3 SHAEF AOA(US)  
 G-4 SHAEF(3) OPS 7  
 WAR ROOM.

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
.

FIRST TACTICAL AIR FORCE (PROV)  
OPERATIONS - MONTH OF NOVEMBER  
(AMERICAN UNITS)

| Type A/C<br>per No. | No of<br>Oper.<br>Ops | Aircraft |         | Aircraft not Attacking |       |     |      |      |       | Tons of |  |
|---------------------|-----------------------|----------|---------|------------------------|-------|-----|------|------|-------|---------|--|
|                     |                       | Drop     | Porties | Attack                 | Total | Sea | Week | Para | Other | H E     |  |
| P-47                | 4                     | 5290     | 4995    | 4775                   | 485   | 251 | 149  | 9    | 76    | 1813    |  |
| B-26                | 2                     | 328      | 844     | 446                    | 482   | 386 | 53   | 24   | 19    | 814.5   |  |
| F-5                 | 1                     | 136      | 136     | 116                    | 20    | 17  | 2    | 1    | -     |         |  |
| F-6                 | 2                     | 474      | 468     | 454                    | 24    | 11  | 12   | -    | 1     |         |  |
| Beech               | 1                     | 79       | 72      | 46                     | 33    | 15  | 12   | 1    | 5     |         |  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
.

**FIRST TACTICAL AIR FORCE (PROV)**

**OPERATIONS - MONTH OF DECEMBER**

**(AMERICAN UNITS)**

| Day | Aircraft not Attacking |       |     |      |     |       | Tons of Bombs on Target |      |      |
|-----|------------------------|-------|-----|------|-----|-------|-------------------------|------|------|
|     | Attack                 | Total | Men | Week | Per | Other | H E                     | I B  | Flak |
| 5   | 4775                   | 485   | 251 | 149  | 9   | 76    | 1813                    | 168  | 120  |
| 4   | 446                    | 482   | 386 | 53   | 24  | 19    | 814.5                   | 13.5 | 26   |
| 6   | 116                    | 20    | 17  | 2    | 1   | -     |                         |      |      |
| 8   | 454                    | 24    | 11  | 12   | -   | 1     |                         |      |      |
| 2   | 46                     | 33    | 15  | 12   | 1   | 5     |                         |      |      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE (PROV)  
OPERATIONS - MONTH OF DECEMBER  
(AMERICAN UNITS)

| Aircraft Losses. |       |       |     |            |                  |     | Combat Crew Losses |         |              |           |           |              |      | Claims Against E/O |     |    |     |  |  |  |    |
|------------------|-------|-------|-----|------------|------------------|-----|--------------------|---------|--------------|-----------|-----------|--------------|------|--------------------|-----|----|-----|--|--|--|----|
| Operational      |       |       |     | Non Ops    |                  |     | Combat             |         |              |           |           |              |      | Non Combat         |     |    | Air |  |  |  | Gr |
| MIA              | Cat E | Total | Inv | War Yearly | Total all Losses | MIA | KIA                | Per Wnd | Total Combat | Retir -ed | All Other | Total Losses | Dest | Prob               | Man | D- |     |  |  |  |    |
| 7                | 26    | 18    | 44  | 10         | 5                | 59  | 24                 | 7       | 1            | 32        | 22        | 20           | 74   | 48                 | 7   | 18 | 4-  |  |  |  |    |
| 26               | 6     | 8     | 14  | -          | -                | 14  | 6                  | -       | -            | 6         | 11        | 2            | 19   | 3                  | 0   | 0  |     |  |  |  |    |
|                  | -     | -     | -   | -          | -                | -   | -                  | -       | -            | -         | -         | -            | -    | -                  | -   | -  |     |  |  |  |    |
|                  | 4     | 2     | 6   | 2          | -                | 8   | 3                  | 1       | 0            | 4         | 4         | -            | 8    | 5                  | 2   | 3  |     |  |  |  |    |
| an               | -     | 2     | 2   | -          | -                | 2   | -                  | -       | -            | -         | -         | 1            | 1    | 3                  | 0   | 0  |     |  |  |  |    |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE (PROV)  
OPERATIONS - MONTH OF DECEMBER  
(AMERICAN UNITS)

| Type<br>of<br>A/C | Aircraft Losses |          |       |         |              |     | Combat Crew Losses     |        |            |                 |              |              |                 |  |
|-------------------|-----------------|----------|-------|---------|--------------|-----|------------------------|--------|------------|-----------------|--------------|--------------|-----------------|--|
|                   | Operational     |          |       | Non Ops |              |     | Total<br>all<br>Losses | Combat |            |                 |              | Non Combat   |                 |  |
|                   | MIA             | Cat<br>E | Total | Wlv     | War<br>Heavy | MIA |                        | KIA    | Ser<br>Wnd | Total<br>Combat | Retir<br>-ed | All<br>Other | Total<br>Losses |  |
| P-47              | 26              | 18       | 44    | 10      | 5            | 59  | 24                     | 7      | 1          | 32              | 22           | 20           | 74              |  |
| B-26              | 6               | 8        | 14    | -       | -            | 14  | 6                      | -      | -          | 6               | 11           | 2            | 19              |  |
| F-5               | -               | -        | -     | -       | -            | -   | -                      | -      | -          | -               | -            | -            | -               |  |
| F-6               | 4               | 2        | 6     | 2       | -            | 8   | 3                      | 1      | 0          | 4               | 4            | -            | 8               |  |
| Beau              | -               | 2        | 2     | -       | -            | 2   | -                      | -      | -          | -               | -            | 1            | 1               |  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

1ST TACTICAL AIR FORCE (PROV)  
OPERATIONS - MONTH OF DECEMBER  
(AMERICAN UNITS)

| Total<br>all<br>Losses | Combat Crew Losses |     |            |                 |              |              |                 | Claims Against |      |        |        |
|------------------------|--------------------|-----|------------|-----------------|--------------|--------------|-----------------|----------------|------|--------|--------|
|                        | Combat             |     |            | Non Combat      |              |              |                 | Air            |      | Ground |        |
|                        | MIA                | KIA | Ser<br>Wnd | Total<br>Combat | Retir-<br>ed | All<br>Other | Total<br>Losses | Dest           | Prob | Man    | D-P-D  |
| 59                     | 24                 | 7   | 1          | 32              | 22           | 20           | 74              | 48             | 7    | 18     | 4-0-23 |
| 14                     | 6                  | -   | -          | 6               | 11           | 2            | 19              | 3              | 0    | 0      | -      |
| -                      | -                  | -   | -          | -               | -            | -            | -               | -              | -    | -      | -      |
| 8                      | 3                  | 1   | 0          | 4               | 4            | -            | 8               | 5              | 2    | 3      | -      |
| 2                      | -                  | -   | -          | -               | -            | 1            | 1               | 3              | 0    | 0      | -      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P

FIRST TACTICAL AIR FORCE (PROV)  
FLYING TIME AND GAS CONSUMPTION - MONTH OF DECEMBER  
(AMERICAN UNITS)

| Type<br>Aircraft | Flying Time |                    |               | Gasoline Consumption |                     |
|------------------|-------------|--------------------|---------------|----------------------|---------------------|
|                  | Operational | Non<br>Operational | Total<br>Time | Expended             | Average<br>Per Hour |
| F-47             | 10862.0     | 986.1              | 11848.1       | 1250,892             | 105.5               |
| B-26             | 3493.4      | 1461.9             | 4955.3        | 684,950              | 139.5               |
| F-5              | 233         | 49                 | 282.0         | 26,816               | 95.0                |
| F-6              | 750         | 96                 | 846.0         | 52,676               | 62.1                |
| Beau             | 137.9       | 76                 | 213.9         | 29,590               | 138.0               |

\* All Time in Hours and Fractions - Not minutes.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE (PROV)

FUEL AND GAS CONSUMPTION - MONTH OF DECEMBER

(AMERICAN UNITS)

| Time        |            | Gasoline Consumption |                  |
|-------------|------------|----------------------|------------------|
| Operational | Total Time | Expended             | Average Per Hour |
| 986.1       | 1184.1     | 1250,892             | 105.6            |
| 1461.9      | 4943.3     | 684,950              | 138.5            |
| 49          | 232.0      | 20,816               | 95.1             |
| 96          | 346.0      | 52,676               | 62.3             |
| 76          | 213.9      | 29,590               | 138.3            |

Fractions - Not minutes.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

A-G  
AND FILE

SECRET

HEADQUARTERS

FIRST TACTICAL AIR FORCE (PROV)  
APO #374

I-0-5

SECRET  
Auth: CG, 1st TAGAF(P)  
Date: 20 January '45  
Init: JJK

319.1

20 January 1945

SUBJECT: Monthly Report of Operations.

TO : See Distribution.

1. Attached is a report showing certain phases of the operations of units of the First Tactical Air Force (Prov) for the month of December, 1944. The information is a summary of data from the written OPREPS and data submitted to this Headquarters through intelligence channels. Accuracy of a summary of this nature is dependent on the care and diligence with which the basic information is prepared by the operating unit and the importance of this cannot be over-emphasized. Future planning is based on such reports, and it is essential that correct information be available.

2. Following is an explanation of two of the items shown:

a. Percentage of Sorties to Standard. This is an arbitrary standard of 1 sortie per day for each average operational medium bomber, and 2 sorties per day for each average operational aircraft of every other type. This is simply a yardstick for comparison.

b. Maintenance Efficiency. Maintenance Efficiency is the percentage of assigned aircraft which are operational. The percentages shown represent the ratio of the actual operational aircraft to assigned rather than the ratio of the average operational to average assigned.

3. In the future similar summaries will be published as soon after the end of the month as information is available.

By command of Major General POICE:

2001

Thomas G. Kronberg  
THOMAS G. KRONBERG,  
Major, Air Corps,  
Asst Adj. General

INCL:

1 Incl: December summary of Operations.

DISTRIBUTION: S  
TO ALL TACTICAL UNITS

SECRET

319.1

JJK

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1-A-2

1-A-3

1-A-4

1-Strat

1-Gen Insect

1-FR Insect

10-X1 TAC

10-64 Alkum

5-50 72/10 Sp

5-324

5-358

5-371

10-42 Bomb

5-17 MID Sp

5-320

5-405 A-F Sp

10-100 Power Alkum

5-117 1/2 Sp

5-162 TIR Sp

5-34 PIR Sp

10-1st Insect Ac

5-1st Insect Sp

5-3rd Insect Sp

5-4th Insect Sp

5-FR 31 Bomb Sp

5-FR 34 Bomb Sp

5-FR 2/33 Power Sp

10-5

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

|   | 50th<br>F/B Gp | 324th<br>F/B Gp | 358th<br>F/B Gp | 371st<br>F/B Gp | 17th<br>M/B Gp | 320th<br>M/B Gp | 415th<br>N/F Sq | 11th<br>T |
|---|----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|-----------|
| No. of Missions                         | 124            | 76              | 146             | 103             | 18             | 21              | 79              |           |
| No. of Sorties                          | 1401           | 733             | 1710            | 1154            | 376            | 468             | 72              |           |
| Aver A/C Asgd                           | 77             | 76              | 72              | 78              | 80             | 81              | 11              |           |
| Aver A/C Oper                           | 51             | 44              | 54              | 52              | 54             | 58              | 8               |           |
| Percentage of<br>Sorties to<br>Standard | 44.3           | 26.9            | 51.1            | 35.8            | 22.0           | 26.0            | 15.0            |           |
| Maintenance<br>Efficiency               | 66.0           | 58.0            | 75.0            | 66.0            | 68.0           | 71.0            | 73.0            |           |
| Losses                                  | 5              | 12              | 13              | 4               | 9              | 2               | 1               |           |
| CLAIMS:                                 |                |                 |                 |                 |                |                 |                 |           |
| Enemy A/C (air)                         | 7-1-1          | 8-0-1           | 26-6-19         | 3-0-4           | 3-0-0          | -               | 3-0-0           |           |
| Enemy A/C (gnd)                         | -              | 0-0-12          | 1-0-1           | 0-0-3           | -              | -               | -               |           |
| Railroad Cars                           | 245-5-409      | 261-0-292       | 1010-0-2462     | 283-0-612       | -              | -               | 5-0-62          |           |
| Buildings                               | 105-0-31       | 23-0-64         | 301-1-128       | 33-0-53         | -              | -               | 6-0-1           |           |
| M/T                                     | 29-0-9         | 4-0-13          | 109-6-99        | 20-0-100        | -              | -               | 44-0-98         |           |
| Locomotives                             | 13-1-48        | 10-0-43         | 73-0-164        | 16-0-148        | -              | -               | 5-0-2           |           |
| Bridges                                 | 1-0-3          | 0-0-1           | 8-0-5           | 2-1-2           | -              | -               | -               |           |
| Tanks                                   | 4-0-2          | -               | 1-0-1           | 0-0-5           | -              | -               | -               |           |
| Dumps                                   | 2-0-0          | 4-0-0           | 3-0-0           | -               | -              | -               | -               |           |
| Railroad Cuts                           | 41             | 25              | 48              | 17              | -              | -               | -               |           |
| M/Y Attacked                            | 20             | 6               | 57              | 20              | -              | -               | -               |           |
| Road Blocks                             | 6              | 3               | 1               | 4               | -              | -               | -               |           |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

FIRST TACTICAL AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

Page -1-

Month of December 1944

| 358th<br>F/B Gp | 371st<br>F/B Gp | 17th<br>L/B Gp | 320th<br>M/B Gp | 415th<br>N/F Sq | 111 & 162<br>T/R Sq | 34th<br>P/R Sq | Total       |
|-----------------|-----------------|----------------|-----------------|-----------------|---------------------|----------------|-------------|
| 146             | 103             | 18             | 21              | 79              | 239                 | 136            | 942         |
| 1710            | 1154            | 376            | 468             | 72              | 468                 | 136            | 6518        |
| 72              | 78              | 80             | 81              | 11              | 46                  | 15             |             |
| 54              | 52              | 54             | 58              | 8               | 27                  | 10             |             |
| 51.1            | 35.8            | 22.0           | 26.0            | 15.0            | 28.0                | 21.9           |             |
| 75.0            | 66.0            | 68.0           | 71.0            | 73.0            | 58.0                | 66.6           |             |
| 13              | 4               | 9              | 2               | 1               | 3                   | -              | 49          |
| 28-6-19         | 3-0-4           | 3-0-0          | -               | 3-0-0           | 4-2-3               | -              | 56-9-28     |
| 1-0-1           | 0-0-3           | -              | -               | -               | -                   | -              | 1-0-16      |
| 010-0-2462      | 283-0-612       | -              | -               | 3-0-62          | -                   | -              | 1804-5-3837 |
| 301-1-128       | 33-0-53         | -              | -               | 6-0-1           | -                   | -              | 472-1-278   |
| 109-6-99        | 20-0-100        | -              | -               | 44-0-98         | -                   | -              | 206-6-319   |
| 73-0-164        | 16-0-148        | -              | -               | 5-0-2           | -                   | -              | 117-1-405   |
| 8-0-55          | 2-1-2           | -              | -               | -               | -                   | -              | 11-1-61     |
| 1-0-1           | 0-0-5           | -              | -               | -               | -                   | -              | 5-0-8       |
| 3-0-0           | -               | -              | -               | -               | -                   | -              | 9-0-0       |
| 48              | 17              | -              | -               | -               | -                   | -              | 131         |
| 57              | 20              | -              | -               | -               | -                   | -              | 103         |
| 1               | 4               | -              | -               | -               | -                   | -              | 14          |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

|                                      | 1st<br>French Gp | 3rd<br>French Gp | 4th<br>French Gp | French<br>M/B Gps | French<br>2/33 Recce |
|--------------------------------------|------------------|------------------|------------------|-------------------|----------------------|
| No. of Missions                      | 58               | 19               | 42               | 11                | 53                   |
| No. of Sorties                       | 514              | 156              | 392              | 233               | 108                  |
| Aver A/C Asgd                        | 45               | 45               | 70               | 97                | 7                    |
| Aver A/C Oper                        | 30               | 24               | 50               | 60                | 6                    |
| Percentage of Sorties<br>to Standard | 27.6             | 10.5             | 12.6             | 12.5              | 29.0                 |
| Maintenance Efficiency               | 66.6             | 53.3             | 71.0             | 61.8              | 85.7                 |
| Losses                               | 1                | 1                | 4                | 1                 | -                    |
| CLAIMS:                              |                  |                  |                  |                   |                      |
| Enemy A/C (air)                      | 9-2-0            | -                | -                | -                 | -                    |
| Enemy A/C (gnd)                      | -                | -                | -                | -                 | -                    |
| Railroad Cars                        | -                | -                | 55-0-114         | -                 | -                    |
| Buildings                            | -                | -                | 4-0-1            | -                 | -                    |
| M/T                                  | -                | 2-0-0            | 3-0-21           | -                 | -                    |
| Locomotives                          | -                | -                | 1-0-4            | -                 | -                    |
| Bridges                              | -                | 3-0-0            | 9-0-0            | -                 | -                    |
| Tanks                                | -                | -                | -                | -                 | -                    |
| Dumps                                | -                | -                | 1-0-0            | -                 | -                    |
| Railroad Cuts                        | -                | 1                | 30               | -                 | -                    |
| M/Y Attacked                         | -                | -                | 1                | -                 | -                    |
| Road Blocks                          | -                | 4                | 12               | -                 | -                    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

FIRST Tactical Air Force  
PRELIMINARY SUMMARY OF OPERATIONS

Page -2-  
Month of December 1944

| 1st<br>French Gp    | 3rd<br>French Gp | 4th<br>French Gp | French<br>M/B Gps | French<br>2/33 keece Sq | Total    | 1st TACAF<br>Total |
|---------------------|------------------|------------------|-------------------|-------------------------|----------|--------------------|
| 58                  | 19               | 42               | 11                | 53                      | 183      | 1125               |
| 514                 | 156              | 392              | 233               | 108                     | 1403     | 7921               |
| 45                  | 45               | 70               | 97                | 7                       |          |                    |
| 30                  | 24               | 50               | 60                | 6                       |          |                    |
| 27.6                | 10.5             | 12.6             | 12.5              | 29.0                    |          |                    |
| 66.6                | 53.3             | 71.0             | 61.8              | 85.7                    |          |                    |
| 1                   | 1                | 4                | 1                 | -                       | 7        | 56                 |
| 9-2-0               | -                | -                | -                 | -                       | 9-2-0    | 65-11-28           |
| -                   | -                | -                | -                 | -                       | -        | 1-0-16             |
| -                   | -                | 55-0-114         | -                 | -                       | 25-0-114 | 1659-5-3951        |
| -                   | 2-0-0            | 4-0-1            | -                 | -                       | 4-0-1    | 472-1-278          |
| -                   | -                | 3-0-21           | -                 | -                       | 5-0-21   | 211-6-340          |
| -                   | 3-0-0            | 1-0-4            | -                 | -                       | 1-0-4    | 118-1-429          |
| -                   | -                | 9-0-0            | -                 | -                       | 12-0-0   | 23-1-61            |
| -                   | -                | 12-0-0           | -                 | -                       | -        | 5-0-8              |
| -                   | 1                | 30               | -                 | -                       | 1-0-0    | 10-0-0             |
| -                   | -                | 1                | -                 | -                       | 31       | 162                |
| -                   | 4                | 12               | -                 | -                       | 1        | 104                |
| -                   | -                | -                | -                 | -                       | 16       | 30                 |
| Statistical Control |                  |                  |                   |                         |          |                    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

INITIALS OF  
SIGNATOR

: Auto: CG, 1st

: Date: 20 January 1945

374

10 January 1945

319.1

: Country: Germany

: Description:

1. Attached is a report showing, cert in phase of the current D/C OPS  
units of the First Tactical Air Force (FAC) for the month of D/C ADM  
October, 1944. The information is a summary of data from the  
written reports and data submitted to this headquarters through the  
intelligence channels. Accuracy of a summary of this nature is de-  
pendent on the care and diligence with which the basic information  
is reported by the operating unit and the importance of this cannot  
be over-emphasized. Future planning is based on such reports and  
it is essential that correct information be available.

2. Following is an explanation of two of the items shown:

a. Percentage of sorties to standard. This is an  
arbitrary standard of 1 sortie per day for each  
average operational medium bomber, and 2 sorties  
per day for each average operational aircraft of  
every other type. This is merely a statistical  
comparison.

b. Maintenance efficiency. Maintenance efficiency  
the percentage of assigned aircraft which are  
operational. The percentages shown represent the  
ratio of the actual operational aircraft to assigned  
or than the ratio of the average operational to  
assigned.

3. In the future similar summaries will be published  
after the end of the month as information is available.

By command of Major General [Signature]

INITIALS OF  
SIGNER

TO BE INITIALED, WHEN APPROVED, IN SPACE UNDER SECT. DESIGNATED

|        |        |        |          |         |       |      |        |        |     |     |
|--------|--------|--------|----------|---------|-------|------|--------|--------|-----|-----|
| HQ.COM | P.R.O. | S.P.S. | INF & ED | PROV. M | ENGR. | WEA. | MAINT. | FISCAL | O&M | CWS |
|        |        |        |          |         |       |      |        |        |     |     |

C G

D/C OPS

D/C ADM

C S

A-1

A-2

A-3

A-4

A-G

INSP

STAT

D/COMM

ORD

QM

SURG

J.A.G.

PLANS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE  
PRELIMINARY REPORT OF OPERATIONS

Month

|   | 50th<br>F/B Gp | 324th<br>F/B Gp | 358th<br>F/B Gp | 371st<br>F/B Gp | 17th<br>M/B Gp | 320th<br>M/B Gp | 415th<br>N/Y Sq |
|---|----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|
| No. of Missions                         | 124            | 76              | 146             | 109             | 18             | 21              | 79              |
| No. of Sorties                          | 1401           | 733             | 1710            | 1154            | 376            | 468             | 72              |
| Aver A/C Asgd                           | 77             | 76              | 72              | 78              | 80             | 81              | 11              |
| Aver A/C Oper                           | 51             | 44              | 54              | 52              | 54             | 58              | 8               |
| Percentage of<br>Sorties to<br>Standard | 44.3           | 26.9            | 51.1            | 35.8            | 22.0           | 26.0            | 15.0            |
| Maintenance<br>Efficiency               | 66.0           | 58.0            | 75.0            | 66.0            | 68.0           | 71.0            | 73.0            |
| Losses                                  | 5              | 12              | 19              | 4               | 9              | 2               | 1               |

CLAIMS:

|                 |           |           |             |           |       |       |         |
|-----------------|-----------|-----------|-------------|-----------|-------|-------|---------|
| Enemy A/C (air) | 7-1-1     | 8-0-1     | 28-6-19     | 3-0-4     | 3-0-0 | 0-0-0 | 3-0-0   |
| Enemy A/C (gnd) | 0-0-0     | 0-0-12    | 1-0-1       | 0-0-3     | 0-0-0 | 0-0-0 | 0-0-0   |
| Railroad Cars   | 245-5-409 | 261-0-292 | 1010-0-2462 | 283-0-612 | 0-0-0 | 0-0-0 | 5-0-62  |
| Buildings       | 105-0-31  | 23-0-64   | 301-1-128   | 33-0-53   | 0-0-0 | 0-0-0 | 6-0-1   |
| M/T             | 29-0-9    | 4-0-13    | 109-6-99    | 20-0-100  | 0-0-0 | 0-0-0 | 44-0-98 |
| Locomotives     | 13-1-48   | 10-0-43   | 73-0-164    | 16-0-148  | 0-0-0 | 0-0-0 | 5-0-2   |
| Bridges         | 1-0-3     | 0-0-1     | 8-0-55      | 2-1-2     | 0-0-0 | 0-0-0 | 0-0-0   |
| Tanks           | 4-0-2     | 0-0-0     | 1-0-1       | 0-0-5     | 0-0-0 | 0-0-0 | 0-0-0   |
| Dumps           | 2-0-0     | 4-0-0     | 3-0-0       | 0-0-0     | 0-0-0 | 0-0-0 | 0-0-0   |
| Railroad Cuts   | 41        | 25        | 48          | 17        | 0     | 0     | 0       |
| M/Y Attacked    | 20        | 6         | 57          | 20        | 0     | 0     | 0       |
| Road Blocks     | 6         | 3         | 1           | 4         | 0     | 0     | 0       |

SECRET

76: Sep 22/49

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

SECRET

Page 1

FIRST TACTICAL AIR FORCE  
PRELIMINARY REPORT OF OPERATIONS

Month of December 1944

| 358th<br>F/B Gp | 371st<br>F/B Gp | 17th<br>M/B Gp | 320th<br>M/B Gp | 415th<br>N/Y Sq | 111th A-162<br>T/R Sqs | 34th<br>P/R Sq | Total |
|-----------------|-----------------|----------------|-----------------|-----------------|------------------------|----------------|-------|
| 146             | 103             | 18             | 21              | 79              | 239                    | 136            | 942   |
| 1710            | 1154            | 376            | 468             | 72              | 468                    | 136            | 6518  |
| 72              | 78              | 80             | 81              | 11              | 46                     | 15             | -     |
| 54              | 52              | 54             | 58              | 8               | 27                     | 10             | -     |
| 51.1            | 35.8            | 22.0           | 26.0            | 15.0            | 28.0                   | 21.9           | -     |
| 75.0            | 66.0            | 68.0           | 71.0            | 73.0            | 58.0                   | 66.6           | -     |
| 19              | 4               | 9              | 2               | 1               | 3                      | 0              | 49    |

|             |           |       |       |         |       |       |             |
|-------------|-----------|-------|-------|---------|-------|-------|-------------|
| 28-6-19     | 3-0-4     | 3-0-0 | 0-0-0 | 3-0-0   | 4-2-3 | 0-0-0 | 56-9-28     |
| 1-0-1       | 0-0-3     | 0-0-0 | 0-0-0 | 0-0-0   | 0-0-0 | 0-0-0 | 1-0-16      |
| 1010-0-2462 | 283-0-612 | 0-0-0 | 0-0-0 | 5-0-62  | 0-0-0 | 0-0-0 | 1804-5-3837 |
| 301-1-128   | 33-0-53   | 0-0-0 | 0-0-0 | 6-0-1   | 0-0-0 | 0-0-0 | 472-1-278   |
| 109-6-99    | 20-0-100  | 0-0-0 | 0-0-0 | 44-0-98 | 0-0-0 | 0-0-0 | 206-6-319   |
| 73-0-164    | 16-0-148  | 0-0-0 | 0-0-0 | 5-0-2   | 0-0-0 | 0-0-0 | 117-1-405   |
| 8-0-55      | 2-1-2     | 0-0-0 | 0-0-0 | 0-0-0   | 0-0-0 | 0-0-0 | 11-1-61     |
| 1-0-1       | 0-0-5     | 0-0-0 | 0-0-0 | 0-0-0   | 0-0-0 | 0-0-0 | 5-0-8       |
| 3-0-0       | 0-0-0     | 0-0-0 | 0-0-0 | 0-0-0   | 0-0-0 | 0-0-0 | 9-0-0       |
| 48          | 17        | 0     | 0     | 0       | 0     | 0     | 131         |
| 57          | 20        | 0     | 0     | 0       | 0     | 0     | 103         |
| 1           | 4         | 0     | 0     | 0       | 0     | 0     | 14          |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

SECRET

FIRST TACTICAL AIR FORCE  
PRELIMINARY REPORT OF OPERATIONS

|                                      | 1st<br>French Gp | 3rd<br>French Gp | 4th<br>French Gp | French<br>M/B Gps | Fre<br>2/33 Re |
|--------------------------------------|------------------|------------------|------------------|-------------------|----------------|
| No. of Missions                      | 58               | 19               | 42               | 11                | 5              |
| No. of Sorties                       | 514              | 156              | 392              | 233               | 10             |
| Aver A/C Asgd                        | 45               | 45               | 70               | 97                |                |
| Aver A/C Oper                        | 30               | 24               | 50               | 60                |                |
| Percentage of Sorties<br>to Standard | 27.6             | 10.5             | 12.6             | 12.5              | 2              |
| Maintenance Efficiency               | 66.6             | 53.3             | 71.0             | 61.8              | 8              |
| Losses                               | 1                | 1                | 4                | 1                 |                |
| GLADS:                               |                  |                  |                  |                   |                |
| Enemy A/C (air)                      | 9-2-0            | 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0          |
| Enemy A/C (gnd)                      | 0-0-0            | 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0          |
| Railroad Cars                        | 0-0-0            | 0-0-0            | 55-0-114         | 0-0-0             | 0-0-0          |
| Buildings                            | 0-0-0            | 0-0-0            | 4-0-1            | 0-0-0             | 0-0-0          |
| M/T                                  | 0-0-0            | 2-0-0            | 3-0-21           | 0-0-0             | 0-0-0          |
| Locomotives                          | 0-0-0            | 0-0-0            | 1-0-4            | 0-0-0             | 0-0-0          |
| Bridges                              | 0-0-0            | 3-0-0            | 9-0-0            | 0-0-0             | 0-0-0          |
| Tanks                                | 0-0-0            | 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0          |
| Dumps                                | 0-0-0            | 0-0-0            | 1-0-0            | 0-0-0             | 0-0-0          |
| Railroad Cuts                        | 0                | 1                | 30               | 0                 | 0              |
| M/Y Attacked                         | 0                | 0                | 1                | 0                 | 0              |
| Road Blocks                          | 0                | 4                | 12               | 0                 | 0              |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

SECRET

Page 2

FIRST TACTICAL AIR FORCE  
PRELIMINARY REPORT OF OPERATIONS

Month of December 1944

| 3rd<br>French Gp | 4th<br>French Gp | French<br>M/B Gps | French<br>2/33 Recce Sq | Total    | 1st TACAF<br>Total |
|------------------|------------------|-------------------|-------------------------|----------|--------------------|
| 19               | 42               | 11                | 53                      | 183      | 1125               |
| 156              | 392              | 233               | 108                     | 1403     | 7921               |
| 45               | 70               | 97                | 7                       |          |                    |
| 24               | 50               | 60                | 6                       |          |                    |
| 10.5             | 12.6             | 12.5              | 29.0                    |          |                    |
| 53.3             | 71.0             | 61.8              | 85.7                    |          |                    |
| 1                | 4                | 1                 | 0                       | 7        | 56                 |
| 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0                   | 9-2-0    | 65-11-28           |
| 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0                   | 0-0-0    | 1-0-16             |
| 0-0-0            | 55-0-114         | 0-0-0             | 0-0-0                   | 55-0-114 | 1859-5-3951        |
| 0-0-0            | 4-0-1            | 0-0-0             | 0-0-0                   | 4-0-1    | 472-1-278          |
| 2-0-0            | 3-0-21           | 0-0-0             | 0-0-0                   | 5-0-21   | 211-6-340          |
| 0-0-0            | 1-0-4            | 0-0-0             | 0-0-0                   | 1-0-4    | 118-1-409          |
| 3-0-0            | 9-0-0            | 0-0-0             | 0-0-0                   | 12-0-0   | 23-1-61            |
| 0-0-0            | 0-0-0            | 0-0-0             | 0-0-0                   | 0-0-0    | 5-0-8              |
| 0-0-0            | 1-0-0            | 0-0-0             | 0-0-0                   | 1-0-0    | 10-0-0             |
| 1                | 30               | 0                 | 0                       | 31       | 162                |
| 0                | 1                | 0                 | 0                       | 1        | 104                |
| 4                | 12               | 0                 | 0                       | 16       | 30                 |

SECRET

Statistical Control

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV)  
OPERATIONS - MONTH OF JANUARY  
(AMERICAN UNITS)

| Type A/C<br>per No. | No of<br>Oper.<br>Gps. | Aircraft |      |         | Aircraft not Attacking |       |     |      |      |       |
|---------------------|------------------------|----------|------|---------|------------------------|-------|-----|------|------|-------|
|                     |                        | Dec 31   | Disp | Sorties | Attack                 | Total | Sea | Wash | Para | Other |
| P-47                | 4                      |          | 4579 | 4359    | 4302                   | 277   | 82  | 148  | 6    | 41    |
| B-26                | 2                      |          | 510  | 393     | 245                    | 265   | 206 | 33   | 5    | 21    |
| P-5                 | 1                      |          | 72   | 72      | 68                     | 4     | 4   | -    | -    | -     |
| P-6                 | 2                      |          | 408  | 389     | 389                    | 19    | 8   | 9    | -    | 2     |
| Beau                | 1                      |          | 36   | 34      | 22                     | 14    | 2   | 11   | -    | 1     |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
.

**FIRST TACTICAL AIR FORCE (PROV)**  
**OPERATIONS - MONTH OF JANUARY**  
**(AMERICAN UNITS)**

| Aircraft |         | Aircraft not Attacking |       |     |      |      |       | Tons of Bombs on Target |      |      |
|----------|---------|------------------------|-------|-----|------|------|-------|-------------------------|------|------|
| Op       | Sorties | Attack                 | Total | Sea | Week | Pers | Other | H E                     | I B  | Wag  |
| 79       | 4359    | 4302                   | 277   | 82  | 148  | 6    | 41    | 1944.9                  | 62.7 | 94.5 |
| 10       | 393     | 245                    | 265   | 206 | 33   | 5    | 21    | 406.5                   | 48.2 | -    |
| 72       | 72      | 68                     | 4     | 4   | -    | -    | -     |                         |      |      |
| 08       | 389     | 389                    | 19    | 8   | 9    | -    | 2     |                         |      |      |
| 36       | 34      | 22                     | 14    | 2   | 11   | -    | 1     |                         |      |      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P  
/

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS - MONTH OF JANUARY

(AMERICAN UNITS)

| Type<br>of<br>A/C | Aircraft Losses |            |       |         |             |                        | Combat Crew Losses |     |            |                 |              |              |                 |
|-------------------|-----------------|------------|-------|---------|-------------|------------------------|--------------------|-----|------------|-----------------|--------------|--------------|-----------------|
|                   | Operational     |            |       | Non Ops |             |                        | Combat             |     |            | Non Combat      |              |              |                 |
|                   | MIA             | Not<br>Ret | Total | slv     | War<br>Wary | Total<br>all<br>Losses | MIA                | FIA | Per<br>Wnd | Total<br>Combat | Retir<br>-ed | All<br>Other | Total<br>Losses |
| F-47              | 16              | 13         | 29    | 12      | 11          | 52                     | 15                 | 6   | 3          | 24              | 25           | 15           | 64              |
| F-26              | 1               | 7          | 8     | 3       | -           | 11                     | 1                  | 2   | -          | 3               | -            | 3            | 6               |
| A-5               | -               | -          | -     | -       | -           | -                      | -                  | -   | -          | -               | -            | -            | -               |
| F-6               | 1               | 1          | 2     | 4       | -           | 6                      | 1                  | -   | -          | 1               | -            | -            | 1               |
| mean              | 0               | 2          | 2     | -       | -           | 2                      | -                  | 1   | -          | 1               | 0            | 1            | 2               |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS - MONTH OF JANUARY

(AMERICAN UNITS)

| War<br>Heavy | Total<br>all<br>Losses | Combat Crew Losses |     |            |                 |              |              |                 | Claims |      | Against F/A |       |
|--------------|------------------------|--------------------|-----|------------|-----------------|--------------|--------------|-----------------|--------|------|-------------|-------|
|              |                        | Combat             |     |            | Non Combat      |              |              |                 | Air    |      | Ground      |       |
|              |                        | MIA                | FIA | Ger<br>Wnd | Total<br>Combat | Retir<br>-ed | all<br>Other | Total<br>Losses | Lost   | Pres | at          | to -  |
| 11           | 52                     | 15                 | 6   | 3          | 24              | 25           | 15           | 64              | 45     | 5    | 27          | 4-0-1 |
| -            | 11                     | 1                  | 2   | -          | 3               | -            | 3            | 6               | -      | -    | -           | -     |
| -            | -                      | -                  | -   | -          | -               | -            | -            | -               | -      | -    | -           | -     |
| -            | 6                      | 1                  | -   | -          | 1               | -            | -            | 1               | 3      | 2    | 1           | -     |
| -            | 2                      | -                  | 1   | -          | 1               | 0            | 1            | 2               | 1      | 0    | 0           | -     |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (FTAF)  
FLYING TIME AND G & S CONSUMPTION - MONTH OF JANUARY  
(AMERICAN UNITS)

| Type Aircraft | Flying Time | Operational | Non Operational | Total Time | Gasol    |
|---------------|-------------|-------------|-----------------|------------|----------|
| F-47          |             |             |                 |            | Expended |
| B-20          | 8742.0      |             |                 |            | 1038,016 |
| P-5           | 1783.0      | 002.2       |                 |            | 330,211  |
| P-6           | 129.2       | 476.1       |                 | 9404.3     | 14,825   |
| Seau          | 679.0       | 19.0        |                 | 2259.1     | 41,708   |
|               | 50.1        | 64.0        |                 | 146.2      | 12,565   |
|               |             | 20.7        |                 | 763.0      |          |
|               |             |             |                 | 70.8       |          |

\* All Time in Hours and Fractions - Not Minutes

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE (PROV)  
FLYING TIME AND G.S. CONSUMPTION - MONTH OF JANUARY  
(AMERICAN UNITS)

| Type<br>Aircraft | Flying Time |                    |               | Gasoline Consumption |                     |
|------------------|-------------|--------------------|---------------|----------------------|---------------------|
|                  | Operational | Non<br>Operational | Total<br>Time | Expended             | Average<br>per hour |
| P-47             | 8742.6      | 662.2              | 9404.8        | 1038,016             | 110.4               |
| B-26             | 1783.0      | 476.1              | 2259.1        | 386,211              | 170.9               |
| F-5              | 129.2       | 19.0               | 148.2         | 14,825               | 100.                |
| V-6              | 679.0       | 84.0               | 763.0         | 41,708               | 54.7                |
| Beau             | 50.1        | 20.7               | 70.8          | 12,565               | 177.5               |

\* All Time in Hours and Fractions - Not Minutes

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

FIRST TACTICAL AIR FORCE (WFOV)

TIME AND GAS CONSUMPTION - MONTH OF JANUARY  
(AMERICAN UNITS)

| Time               |               | Gasoline Consumption |                     |
|--------------------|---------------|----------------------|---------------------|
| Non<br>Operational | Total<br>Time | Expended             | Average<br>per Hour |
| 662.2              | 9404.3        | 1038,016             | 110.4               |
| 476.1              | 2259.1        | 385,211              | 170.2               |
| 19.6               | 146.4         | 14,825               | 100.                |
| 64.0               | 763.0         | 41,708               | 64.7                |
| 20.7               | 70.8          | 12,565               | 177.5               |

ations - Not Minutes

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AG  
AND FILE

SECRET

HEADQUARTERS

FIRST TACTICAL AIR FORCE (PROV)  
APO

I-C-1  
SECRET  
Auth: CG, 1st TACAF (P)  
Date: 15 February 1944  
Init: h.m.m.  
374

319.1

15 February 1945

SUBJECT: Monthly Report of Operations

TO : See Distribution

1. Attached is a report of certain phases of the operations of units of the First Tactical Air Force (Prov) for the month of January 1945. The sources of this information is the Daily 110-A Report, CPREPS, and data submitted by the tactical units through intelligence channels.

2. Following is an explanation of two of the items shown:

a. Percentage of Sorties to Standard. This is an arbitrary standard of 1 sortie per day for each average operational medium bomber, and 2 sorties per day for each average operational aircraft of every other type. This is simply a yardstick for comparison.

b. Maintenance Efficiency. Maintenance Efficiency is the percentage of assigned aircraft which are operational. The percentages shown represent the ratio of the actual operational aircraft to assigned rather than the ratio of the average operational to average assigned.

3. An improvement in the accuracy of the CPREPS over the preceding month has been noted. The claims indicate a more careful screening and evaluation by the reporting units. These reports are still unduly late in arriving at this Headquarters. In order to meet schedules, an operations report must be prepared on the day following a mission and must leave the reporting unit by regular courier not later than the second day following the mission. If this time schedule is strictly adhered to, then even with occasional transmission delays this Headquarters will be able to meet deadline set by higher echelons.

By command of Brigadier General SAVILLE:

2527

THOMAS G. KRONBERG,  
Major, Air Corps,  
Asst Adj General.

1 Incl: January Summary of Operations

DISTRIBUTION: 3  
TO ALL TACTICAL UNITS

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

|                             | 50th<br>F/B Gp | 324th<br>F/B Gp | 358th<br>F/B Gp | 371st<br>F/B Gp | 17th<br>A/B Gp | 320th<br>A/B Gp | 415th<br>A/F Sq | 111<br>T/H |
|-----------------------------|----------------|-----------------|-----------------|-----------------|----------------|-----------------|-----------------|------------|
| No. of Missions             | 91             | 95              | 123             | 85              | 10             | 13              | 36              |            |
| No. of Sorties              | 1135           | 914             | 1364            | 946             | 190            | 203             | 34              |            |
| Operational Hours           | 2211           | 1727            | 3007            | 1798            | 819            | 964             | 50              |            |
| Aver A/C Asgd.              | 72             | 65              | 67              | 64              | 75             | 78              | 7               |            |
| Aver A/C Oper               | 52             | 38              | 50              | 47              | 55             | 59              | 6               |            |
| % of Sorties to<br>Standard | 38%            | 39%             | 44%             | 32%             | 11%            | 12%             | 9%              |            |
| Maintenance<br>Efficiency   | 72%            | 59%             | 75%             | 73%             | 73%            | 76%             | 86%             |            |
| Losses                      | 4              | 3               | 8               | 10              | 4              | 1               | 1               |            |
| CIALLS:                     |                |                 |                 |                 |                |                 |                 |            |
| Enemy A/C (air)             | 6-0-0          | -               | 29-1-15         | 10-4-12         | -              | -               | -               | 3-         |
| Enemy A/C (grd)             | 1-0-0          | 3-0-1           | -               | -               | -              | -               | -               |            |
| Locomotives                 | 8-0-9          | 0-0-11          | 11-0-32         | 9-0-32          | -              | -               | -               |            |
| Railroad Cars               | 78-0-121       | 24-0-130        | 163-0-759       | 105-0-159       | -              | -               | -               |            |
| Buildings                   | 381-0-55       | 185-0-40        | 183-0-70        | 40-2-32         | -              | -               | -               |            |
| A/T                         | 83-15-49       | 54-0-65         | 188-0-3-6       | 24-0-44         | -              | -               | 8-0-10          |            |
| AFV                         | 3-0-0          | -               | 2-0-2           | -               | -              | -               | -               |            |
| Bridges                     | 1-0-4          | 1-0-2           | 3-0-4           | 0-0-2           | -              | -               | -               |            |
| Dumps                       | 0-0-1          | -               | 0-0-1           | 0-0-2           | -              | -               | -               |            |
| Tanks                       | 6-5-12         | 2-0-5           | 16-0-53         | 8-0-17          | -              | -               | -               |            |
| Gun Position                | -              | -               | 5-0-26          | -               | -              | -               | -               |            |
| Rail Cuts                   | 27             | 42              | 48              | 36              | -              | -               | -               |            |
| Road Block                  | 14             | 10              | 7               | 17              | -              | -               | -               |            |
| M/Y Attacked                | 6              | 9               | 28              | 13              | -              | -               | -               |            |
| Troops Killed               | 20             | -               | 281             | 1               | -              | -               | -               |            |

Mon

3-

Sta



THIS PAGE IS UNCLASSIFIED

5860 - 1 -

Month of January 1945

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First Tactical Air Force  
Preliminary Summary of Operations

|   | 1st<br>French Gp | 3rd<br>French Gp | 4th<br>French Gp | 31st<br>A/B Gp | 34th<br>A/B Gp | Fr<br>2/33 |
|---|------------------|------------------|------------------|----------------|----------------|------------|
| No. of Missions   | 22               | 28               | 34               | 4              | 4              |            |
| No. of Sorties  | 232              | 248              | 276              | 58             | 80             |            |
| Aver A/C Asg'd  | 46               | 49               | 62               | 54             | 48             |            |
| Aver A/C Oper   | 39               | 27               | 29               | 31             | 34             |            |
| % of Sorties to Standard                                | 10%              | 15%              | 15%              | 6%             | 8%             |            |
| Maintenance Efficiency                                  | 84%              | 55%              | 47%              | 57%            | 71%            |            |
| Losses  | 3                | -                | 5                | 2              | -              |            |
| CLAIMS.   |                  |                  |                  |                |                |            |
| Enemy A/C (air)   | -                | -                | -                | -              | -              |            |
| Enemy A/C (gnd)   | -                | -                | -                | -              | -              |            |
| Locomotives   | -                | -                | 2-0-0            | -              | -              |            |
| Railroad Cars   | -                | 0-0-20           | 0-0-165          | -              | -              |            |
| Buildings   | 0-1-0            | 2-0-0            | 3-0-12           | -              | -              |            |
| M/T   | -                | 2-0-22           | 1-0-0            | -              | -              |            |
| AV  | -                | -                | -                | -              | -              |            |
| Bridges   | 1-0-1            | 0-0-1            | 1-0-0            | -              | -              |            |
| Bumps   | -                | -                | -                | -              | -              |            |
| Tanks   | -                | -                | -                | -              | -              |            |
| Gun Position  | -                | -                | -                | -              | -              |            |
| Pail Cuts   | 1                | -                | 20               | -              | -              |            |
| Road Block  | -                | -                | 5                | -              | -              |            |
| M/Y Attacked  | -                | 4                | -                | -              | -              |            |
| Troops Killed   | -                | 10               | -                | -              | -              |            |
| Note: No operational hours available from French Units. |                  |                  |                  |                |                |            |

Sta

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

First Tactical Air Force  
Preliminary Summary of Operations

Month of January 1945

Page - 2 -

| 1st French Gp                | 3rd French Gp | 4th French Gp | 31st m/b Gp | 34th m/b Gp | French 2/33 Recce Sq | Total   | 1st TACAF Total |
|------------------------------|---------------|---------------|-------------|-------------|----------------------|---------|-----------------|
| 22                           | 28            | 34            | 4           | 4           | 38                   | 130     | 860             |
| 232                          | 248           | 276           | 58          | 80          | 74                   | 908     | 6215            |
| 46                           | 49            | 62            | 54          | 48          | 6                    |         |                 |
| 39                           | 27            | 29            | 31          | 34          | 5                    |         |                 |
| 10%                          | 15%           | 15%           | 6%          | 8%          | 24%                  |         |                 |
| 84%                          | 55%           | 47%           | 57%         | 71%         | 83%                  |         |                 |
| 3                            | -             | 5             | 2           | -           | -                    | 10      | 42              |
| -                            | -             | -             | -           | -           | -                    | -       | 48-7-28         |
| -                            | -             | -             | -           | -           | -                    | -       | 4-0-1           |
| -                            | -             | 2-0-0         | -           | -           | -                    | 2-0-0   | 30-0-84         |
| 0-1-0                        | 0-0-20        | 0-0-165       | -           | -           | -                    | 0-0-185 | 370-0-1358      |
| -                            | 2-0-0         | 3-0-12        | -           | -           | -                    | 5-1-12  | 804-3-496       |
| -                            | 2-0-22        | 1-0-0         | -           | -           | -                    | 3-0-22  | 340-15-506      |
| 1-0-1                        | 0-0-1         | 1-0-0         | -           | -           | -                    | -       | 5-0-2           |
| -                            | -             | -             | -           | -           | -                    | 2-0-1   | 7-0-13          |
| -                            | -             | -             | -           | -           | -                    | -       | 0-0-4           |
| -                            | -             | -             | -           | -           | -                    | -       | 32-0-87         |
| 1                            | -             | 20            | -           | -           | -                    | -       | 5-0-26          |
| -                            | -             | 5             | -           | -           | -                    | 21      | 174             |
| -                            | 4             | -             | -           | -           | -                    | 5       | 53              |
| -                            | 10            | -             | -           | -           | -                    | 4       | 60              |
|                              |               |               |             |             |                      | 10      | 312             |
| Available from French Units. |               |               |             |             | Statistical Control  |         |                 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

| FIRST TACTICAL AIR FORCE<br>PRELIMINARY SUMMARY OF OPERATIONS |                  |                  |                  |                |                |             |
|---|------------------|------------------|------------------|----------------|----------------|-------------|
|   | 1st<br>French Gp | 3rd<br>French Gp | 4th<br>French Gp | 31st<br>M/B Gp | 34th<br>M/B Gp | 2/33<br>T/A |
| No. of Missions   | 49               | 153              | 30               | 17             | 14             | 41          |
| No. of Sorties  | 592              | 1526             | 255              | 226            | 237            | 82          |
| Aver A/C Aged   | 52               | 66               | 94               | 58             | 53             | 18          |
| Aver A/C Oper   | 44               | 38               | 46               | 41             | 36             | 7           |
| % of Sorties to Standard                                      | 24%              | 71%              | 10%              | 20%            | 22%            | 21%         |
| Maintenance Efficiency  | 35%              | 53%              | 51%              | 72%            | 66%            | 39%         |
| Losses  | -                | 4                | -                | -              | 1              | -           |
| CLAIMS:   |                  |                  |                  |                |                |             |
| Enemy Aircraft (air)  | 3-0-1            |                  |                  |                |                |             |
| Enemy Aircraft (gnd)  |                  |                  |                  |                |                |             |
| Railroad Cars   |                  | 637-739          | 178-164          |                |                |             |
| Buildings   |                  | 245-61           | 16-5             |                |                |             |
| M/T   |                  | 32-24            | 20-12            |                |                |             |
| Locomotives   |                  | 17-9             | 2-0              |                |                |             |
| Bridges   |                  | 4-2              | 3-1              |                |                |             |
| Dumps   |                  | 3-6              | 1-0              |                |                |             |
| Tanks   |                  |                  |                  |                |                |             |
| AFV   |                  |                  |                  |                |                |             |
| Gun Positions   |                  | 3-2              |                  |                |                |             |
| Rail Cuts   |                  | 208              | 28               |                |                |             |
| M/Y Attacked  |                  | 1                | 9                |                |                |             |
| Road Blocks   |                  | 12               |                  |                |                |             |

Note: No operational hours available from French Units.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

FIRST TACTICAL AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

Page -2-  
month of February 1945

| 4th<br>French Gp | 31st<br>m/B Gp | 34th<br>m/B Gp | 2/33<br>T/A Sq | Total   | 1st TACAF<br>Total |
|------------------|----------------|----------------|----------------|---------|--------------------|
| 30               | 17             | 14             | 41             | 304     | 1585               |
| 255              | 226            | 237            | 82             | 2918    | 12205              |
| 94               | 58             | 53             | 10             |         |                    |
| 46               | 41             | 36             | 7              |         |                    |
| 10%              | 20%            | 22%            | 21%            |         |                    |
| 51%              | 71%            | 68%            | 3%             |         |                    |
| -                | -              | 1              | -              | 5       | 29                 |
|                  |                |                |                | 3-0-1   | 37-11-18           |
| 178-164          |                |                |                | 813-903 | 4-0-6              |
| 16-5             |                |                |                | 261-66  | 3412-5230          |
| 20-12            |                |                |                | 52-36   | 1804-663           |
| 2-0              |                |                |                | 17-9    | 62-831             |
| 3-1              |                |                |                | 7-3     | 104-384            |
| 1-0              |                |                |                | 4-6     | 27-35              |
|                  |                |                |                |         | 12-18              |
|                  |                |                |                |         | 11-23              |
|                  |                |                |                |         | 36-25              |
|                  |                |                |                | 3-2     | 38-118             |
| 28               |                |                |                | 236     | 844                |
| 9                |                |                |                | 10      | 156                |
|                  |                |                |                | 12      | 75                 |

ch Units

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

UNITED STATES AIR FORCE  
PRELIMINARY SUMMARY OF OPERATIONS

|                          | 27<br>F/B Gp | 50<br>F/B Gp | 86<br>F/B Gp | 324<br>F/B Gp | 358<br>F/B Gp | 371<br>F/B Gp | 17<br>M/B Gp | 320<br>M/B Gp | 425<br>M/F Gp |
|--------------------------|--------------|--------------|--------------|---------------|---------------|---------------|--------------|---------------|---------------|
| No. of Missions          | 24           | 148          | 15           | 199           | 155           | 66            | 26           | 35            | 61            |
| No. of Sorties           | 318          | 2013         | 207          | 1908          | 1902          | 797           | 494          | 615           | 61            |
| Oper Hours               | 862          | 3472         | 630          | 3577          | 4083          | -             | 1846         | 2076          | 93            |
| Aver A/C asgd            | 84           | 73           | 82           | 67            | 72            | 68            | 82           | 82            | 13            |
| Aver A/C oper            | 78           | 58           | 63           | 47            | 53            | 48            | 66           | 66            | 9             |
| % of Sorties to Standard | 34%          | 62%          | 33%          | 72%           | 64%           | 55%           | 27%          | 33%           | 12%           |
| Maintenance Efficiency   | 93%          | 80%          | 77%          | 70%           | 74%           | 71%           | 80%          | 80%           | 69%           |
| Losses                   | 1            | 1            | 3            | 9             | 5             | 2             | 1            | -             | -             |
| CLAIMS:                  |              |              |              |               |               |               |              |               |               |
| E/A (Air)                | 3-1-2        | 2-1-2        |              | 3-6-4         | 9-2-4         |               |              |               |               |
| E/A (Gnd)                |              | 0-0-1        |              |               | 4-0-5         |               |              |               |               |
| Railroad Cars            | 55-85        | 1036-1133    | 72-46        | 602-695       | 616-1718      | 215-350       |              |               | 1-100         |
| Buildings                | 0-1          | 747-220      | - 1-3        | 378-145       | 297-193       | 120-51        |              |               | 0-4           |
| M/T                      |              | 236-173      |              | 136-328       | 153-185       | 37-66         |              |               | 12-43         |
| Locomotives              | 4-8          | 34-41        | 14-20        | 49-120        | 48-133        | 11-45         |              |               | 5-8           |
| Bridges                  | 0-1          | 8-4          |              | 1-5           | 8-16          | 5-6           |              |               |               |
| Dumps                    |              | 3-3          |              | 0-5           | 0-1           | 4-0           |              |               | 1-3           |
| Tanks                    |              | 6-13         |              | 3-6           | 2-1           | 0-3           |              |               |               |
| AFV                      |              | 27-16        |              |               | 6-2           | 3-7           |              |               |               |
| Gun Positions            |              | 11-8         | 0-6          | 9-0           | 13-94         | 2-8           |              |               |               |
| Rail Cuts                | 21           | 153          | 14           | 148           | 214           | 58            |              |               |               |
| M/Y Attacked             | 2            | 45           | 1            | 9             | 66            | 23            |              |               |               |
| Road Blocks              |              | 15           | 2            | 13            | 15            | 18            |              |               |               |

Statist

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

STATISTICAL SUMMARY OF OPERATIONS

Page - 1 -  
Month of February 1945

| 86<br>F/B Gp | 324<br>F/B Gp | 358<br>F/B Gp  | 371<br>F/B Gp | 17<br>m/B Gp | 320<br>m/B Gp | 415<br>N/F Gp | 111 2162<br>T/R Gps | 34<br>F/R Gp | Total   |
|--------------|---------------|----------------|---------------|--------------|---------------|---------------|---------------------|--------------|---|
| 15           | 199           | 155            | 66            | 26           | 35            | 61            | 405                 | 147          | 1281  |
| 207          | 1908          | 1902           | 797           | 494          | 615           | 61            | 810                 | 162          | 9287  |
| 630          | 3577          | 4083           | -             | 1846         | 2076          | 93            | 1520                | 300          | 18459   |
| 82           | 67            | 72             | 68            | 82           | 82            | 13            | 47                  | 19           |   |
| 63           | 47            | 53             | 48            | 66           | 66            | 9             | 36                  | 16           |   |
| 33%          | 72%           | 64%            | 55%           | 27%          | 33%           | 12%           | 40%                 | 18%          |   |
| 77%          | 70%           | 74%            | 71%           | 30%          | 80%           | 63%           | 77%                 | 64%          |   |
| 3            | 9             | 5              | 2             | 1            | -             | -             | 3                   | -            | 24  |
|              | 3-6-4         | 9-2-4<br>4-0-5 |               |              |               |               | 17-1-5              |              | 34-11-17<br>4-0-6<br>4597-4327<br>1543-597<br>574-195<br>165-375<br>22-32<br>8-12<br>11-23<br>36-25<br>35-116<br>608<br>146<br>63 |
| 72-46        | 602-835       | 616-1718       | 215-350       |              |               | 1-100         |                     |              |   |
| 1-3          | 378-145       | 297-193        | 120-51        |              |               | 0-4           |                     |              |   |
|              | 156-328       | 153-185        | 37-66         |              |               | 12-43         |                     |              |   |
| 14-20        | 49-120        | 48-133         | 11-45         |              |               | 5-6           |                     |              |   |
|              | 1-5           | 8-16           | 5-6           |              |               |               |                     |              |   |
|              | 0-5           | 0-1            | 4-0           |              |               | 1-3           |                     |              |   |
|              | 3-6           | 2-1            | 0-3           |              |               |               |                     |              |   |
|              |               | 6-2            | 3-7           |              |               |               |                     |              |   |
| 0-6          | 9-0           | 13-94          | 2-8           |              |               |               |                     |              |   |
| 14           | 148           | 214            | 58            |              |               |               |                     |              |   |
| 1            | 9             | 66             | 23            |              |               |               |                     |              |   |
| 2            | 13            | 15             | 18            |              |               |               |                     |              |   |

Statistical Control





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

~~TOP SECRET~~  
JAN-45

|   |
|---|
| FILE NO.<br>549.3062  |
| <i>Jan 45</i>   |
| RECEIVED<br>THE ARCHIVES<br>OF THE AAF<br>HISTORICAL OFFICE |

HEADQUARTERS  
FIRST NATIONAL AIR FORCE (PROV)  
374  
PC

DECLASSIFIED  
EO 11652

CCSUL3

JANUARY

Directives  
to  
Western Troops

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

CO SUM NUMBER 2

PERIOD 011800 to 021500

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
E  
  
C  
O  
N  
F  
I  
D  
E  
N  
T  
I  
A  
L

| MISSIONS |         |        |        | CLAIMS         |           |         |           |
|----------|---------|--------|--------|----------------|-----------|---------|-----------|
|          | XII TAC | FR TAC | TOTAL  |                | XII TAC   | FR TAC  | TOTAL     |
|          | 82      | 11     | 93     |                |           |         |           |
|          | SORTIES |        |        |                |           |         |           |
|          | XII TAC | FR TAC | TOTAL  |                |           |         |           |
| Ftrs     |         | 9      | 9      | B/A in air     | 8-4-9     |         | 8-4-9     |
| F/B      | 391     | 35     | 426    | Locos          | 6-0-14    |         | 6-0-14    |
| N/F      | 10      |        | 10     | R/R cars       | 103-0-328 |         | 103-0-328 |
| M/B      | 83      | 29     | 112    | M/T            | 21-0-14   |         | 21-0-14   |
| Tac/R    | 46      | 8      | 54     | Storage tanks  | 6-0-0     |         | 6-0-0     |
| P/R      | 12      | 2      | 14     | Bldgs          | 55-0-24   | 0-0-1   | 55-0-25   |
| Total:   | 542     | 83     | 625    | M/Y            | 0-0-5     |         | 0-0-5     |
| TONNAGE: | F/B     | M/B    | Total  | Tanks          | 5-0-9     |         | 5-0-9     |
| G.P.     | 163.75  | 52.50  | 216.25 | H.D.V.         | 12-0-3    |         | 12-0-3    |
| Frgs     | 10.27   |        | 10.27  | A.F.V.         | 1-0-5     |         | 1-0-5     |
| Demo     |         | 137.40 | 137.40 | Supply dump    | 0-0-1     |         | 0-0-1     |
| Total:   | 174.02  | 189.90 | 363.92 | Rail cuts      | 13        |         | 13        |
|          |         |        |        | Rd blocks      | 3         |         | 3         |
|          |         |        |        | Barges         |           | 1-0-0   | 1-0-0     |
|          |         |        |        | Pontoon bridge |           | 0-0-1   | 0-0-1     |
|          |         |        |        | LOSSES:        |           |         |           |
|          |         |        |        |                | lost      | Damaged | Missing   |
|          |         |        |        | XII TAC        | 4         | 8       | 5         |
|          |         |        |        | FR TAC         |           | 2       |           |
|          |         |        |        | TOTAL          | 4         | 10      | 5         |

XII TAC:

- 1 P-47 cat 3 flak (pilot safe)
- 2 P-47's destroyed in combat (pilot safe)
- 1 P-47 cat 3, crash landed.
- 5 P-47's missing (4 MIA & 1 due to flak)
- 2 P-47's damaged, cat 1, flak.
- 6 B-26's damaged, cat 1, flak.

Fr Tac: 1 P-47 damaged, cat 1, flak.

- 1 B-26 damaged, cat 1, flak.

LOCATIONS: Rail cuts - 2 at L9100, 1 at the following places: M2728, Q8794, Q8791, B2169, Q9968, M1401, B0893, B0994, B2486, B1892, Q9033.

Road blocks - 2 at Q7544, 1 at Q6549.

M/Y - Q6583, B3792, B0193, Q8895, M0152.

CONFIDENTIAL

CONFIDENTIAL

NOTE: Supplement to COSUM NUMBER 1, period 311800 to 11800. This has not been previously reported due to XII TAC changing locations.

| <u>MISSIONS</u>  |                | <u>CLAIMS</u>  |          |
|--|----------------|--|----------|
| <u>XII TAC</u>   |                | <u>XII TAC</u>   |          |
|  | 65             | E/a in air   | 16-0-11  |
|  | <u>Sorties</u> | Locos  | 5-0-13   |
|  | <u>XII TAC</u> | R/R cars   | 42-0-230 |
| F/B  | 409            | M/T  | 35-0-90  |
| Ftrs   | 12             | Tanks  | 3-0-19   |
| P/R  | 15             | HQV  | 4-0-28   |
| Tac/R  | 34             | Trailers   | 0-0-1    |
| Total:   | <u>470</u>     | Bldgs  | 42-0-26  |
| TONNAGE: 191.35 GP   |                | M/Y  | 0-0-2    |
| The 12 fighter sorties were flown by the 1st French fighter group who are temporarily under control of XII TAC |                | Rail cuts *  | 11       |
|  |                | Guns   | 3-0-8    |
|  |                | Amo dumps  | 0-0-1    |
|  |                | Road blocks  | 9        |
| <u>LOSSES</u>  |                | <u>LOCATIONS:</u>  |          |
| 3-(1 P-47 due to combat, 1 P-47 to flak, 1 P-47 to bomb blast).  |                | Rail cuts- 2 at R-1319 and 1 at the following places:<br>R-0808, Q-3245, Q-8346,<br>R-0193, R-0194, R-0866,<br>R-0167, Q-9275, and LA'DAU. |          |
| <u>DAMAGED</u>   |                |  |          |
| 12-(4 P-47's Cat 2 flak, 8 P-47's Cat 1 flak).   |                |  |          |

E/A activity: 50th Group- 1 JU-88 destroyed on deck at Q-5565, at 0915 hours.

358th Group- 2 ME-210's going East at R-1065, at 0900, 1 flight at 6,000 feet. Claim 1 ME-210 destroyed, 1 damaged. 20 plus ME-109's, 1 ME-410 over HMEURG and ZWEIBRUCK. ME-(Q-7585) on deck going East, bounced flight at 0910. Claim ME-109's 1-0-3. 30 plus ME-109's and FW-190's, 2 ME-410's, all dark blue, on deck at Q-7490 going South West at 0915. 2 flights from 5,000 and 13,000 feet attacked. Claim 13-0-7. E/A not aggressive, tried to avoid combat.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## XII TAC

415 Night Fighter Sq. Flight 1/2 Gen.  
10/10 Beaufighters flew 10 missions.

Claims: NIL

Losses: NIL

42 Bomb Wing. (5 missions 83 sorties, total tons 137.45)

## 17 Group

15/14 B-26's bombed an ammo dump at Q839737 (Thalweischweiler) TOT 1333 hrs.  
Dropped 26.25 tons (105X500) with fair results  
23/23 B-26's bombed barracks at Q908738 (E. of Thal) TOT 1345hrs. Dropped  
40.25 (322X250) with excellent results.

Claims: NIL

Losses: NIL

Damaged: 1 B-26 cat 1 flak

E/A - 1 Jot seen at 20,000 feet in the ANNEVILLE area heading NEast at 1345hrs.

No contact

Flak: Scant, inaccurate, heavy at Q839737.

## 320 Group

18/18 B-26's bombed a supply dump at Q836682 (WINDSBURG) TOT 1246hrs. Dropped  
35.75 tons (143X500) with excellent results.  
3/1 B-26's bombed a gun position at Q912717 (FERBACH) TOT 1245hrs. Dropped  
1.45 tons (29X100) with poor results.  
24/9 B-26's bombed a supply dump at Q842646 (WINDSBURG) TOT 1245hrs. Dropped  
13 tons (26X100) with excellent results.  
3/15 B-26's bombed alternate target, a barracks at R336206 (OOS) TOT 1345hrs.  
Dropped 20.07 tons (814X100) with good results.

Claims: NIL

Losses: NIL

Damaged: 5 B-26's cat 1 flak

E/A NIL

Flak: Moderate, inaccurate, heavy at Q8463. Scant, inaccurate, heavy at R0767  
and L-NDU area.

## 50 Group (10 missions 117 sorties)

14/14 P-47's gave escort to M/B  
80/80 P-47's gave close support to the US 7th Army.  
23/23 P-47's conducted A/R in the ZIMMERBACHEN, KAISERLAUTERN, NEUSTADT, BITCHE,  
PIRMASERS, BAD-ERZENACH AND L-NDU area. TONNAGE: 33.75 (135X500 GP)

Claims: Locos 2-0-1, R/R cars 4-0-11, M/T 2-0-10, Storage tanks 6-0-0,  
Bldgs 24-0-10, M/T 0-0-1 (26583) R/R cars 3 (42738, and 2 at L9110)  
Road blocks 1 (Q6549)

Losses: 1 P-47 cat 3, pilot safe.

E/A - 2 ME109's N.E. at Q6007 at 1355 hrs, no contact

## 324 Group (6 missions 57 sorties)

57/57 P-47's gave close support to the US 7th Army. TONNAGE: 26.25 (105X500GP)  
12.24 (1224X20 Fr)

Claims: R/R cars 6-0-40, M/T 13-0-0, EDV 12-0-3, Bldgs 12-0-2

Losses: NIL

E/A: 1 ME109 jumped a flight at R1757. P-47's gave chase, but couldn't over-  
take E/A

- 3 -

CONFIDENTIAL

CONFIDENTIAL

358 Group (8 missions 107 sorties)

73/73 P-47's gave close support to the US 7th Army.  
24/24 P-47's gave support to medium bombers.  
10/10 P-47's conducted A/R in the ZWENBRUCKEN, KAISERLAUTERN NEUSTADT, BITCHE,  
PIRMASES, BAD-KRUZMACH AND LANDAU area. TONNAGE: 41.5 (166X500 GP)  
10.27 (79X260 Fregs)

Claims: Loco 3-0-5, R/R cars 65-0-237, M/T 3-0-4. Tanks 3-0-4, Supply dump  
0-0-1, Bldgs 16-0-2, M/Y 0-0-4 (R3792, R0193, Q8895 and M0152)  
Rail cuts 4 (Q8794, Q8791, R2169, Q9968)

Losses: 1 P-47 missing due to flak.  
1 P-47 cat 3 (crash landed) pilot safe.

Damaged: 2 P-47's cat 1 due to flak.

E/A: 17 black ME109's, 11000 feet at BITCHE flying E. at 1200 hrs. No contact.

371 Group (9 missions 110 sorties)

96/96 P-47's gave close support to the US 7th Army.  
14/14 P-47's conducted A/R in the ZWENBRUCKEN, KAISERLAUTERN, NEUSTADT, BITCHE  
PIRMASES, BAD-KRUZMACH AND LANDAU area. TONNAGE: 50.25 (201X500 GP)

Claims: E/A in air 6-4-9, Loco 1-0-5, R/R cars 25-0-40, M/T 4-0-0, Tanks  
2-0-5, AFV 1-0-5, Bldgs 3-0-10, Rail cuts 6 (M1401, R0893, R0994,  
R2486, R1692, Q9033) Road blocks 2 (at Q7544)

Losses: 1 P-47 destroyed in combat, pilot bailed out in friendly territory.  
4 P-47's missing (MIA)

Damaged: NIL

E/A: 30 FW190's and ME109's at 11000 feet, E. of PIRMASES at 0950 hrs. Claim  
3-4-7. 30 mixed FW190's & ME109's at R1030, 14000ft at 0950hrs claim 3-0-2.

Provisional Recce Group (34 missions 58 sorties)

46/46 A/C conducted 23 missions on Tac/R  
12/12 A/C conducted 11 missions on P/R

Claims: E/A in air 2-0-0 Losses: 1 A/C due to combat, pilot safe.  
Damaged: NIL

E/A: At 0940hrs, 1 ME109 going S. at 6000 feet 3 miles W of KARLSRUHE.  
Claim 1-0-0. At 0955hrs, 15 ME109's going SW. at M4354, 3000 feet. E/A  
attacked, but was avoided. At 1110hrs, 1 ME109 over KARLSRUHE, 10000feet.  
Claim 1-0-0 Loss 1-0-0. At 1230, 3 ME109's going NE at 10,000 ft W of  
IDEMS.

FIRST FRENCH AIR CORPS

31 Group (1 mission 11 sorties)

11/11 B-26's bombed a rail station at W566279 (IDNAU-ESHINGEN) TOT 1324 hrs.  
Dropped 19 tons (76X500) with good results.

Claims: NIL

Losses: NIL Damaged: NIL

34 Group (1 mission 13 sorties)

13/13 B-26's bombed a rail station at W6040 (SCHWENNINGEN) TOT 1345 hrs.  
Dropped 33.50 tons (134X500) with good results.

Claims: NIL Losses: NIL Damaged: 1 B-26 (cat unk) by flak, 2 of crew  
wounded.)

## CONFIDENTIAL

1 Group (1 mission 9 sorties)

9/9 Spits gave escort to Me109 bombers.

Claims: NIL

Losses: NIL

Damaged: NIL

3 Group (1 mission 15 sorties)

15/15 A/C gave escort to Me109

Claims: NIL

Losses: NIL

Damaged: NIL

4 Group (2 missions 20 sorties)20/20 P-47's 1/3 a rail station at EMDINGEN. Claim good results, 1 direct hit.  
1/3 a Pontoon bridge at V9050, claim good results. TONNAGE: 12.Claims: Rail station 0-0-1 (EMDINGEN) Pontoon bridge 0-0-1 (V9050) Barges  
1-0-0.

Losses: NIL

Damaged: 1 P-47 cat 1, due to flak.

2/23 Sq (5 missions 10 sorties)5/8 A/C conducted 1/3 in the GEMAR, RIECHEL, OFFENBURG, FREIBURG, NEUSTADT,  
LOIRACH and CHAMPELLE areas.

2/2 A/C conducted 1/3 in the above area.

Claims: NIL

Losses: NIL

Damaged: NIL

Impression: Important rail traffic at FREIBURG station. Light traffic at OFFEN-  
BURG, station 100 rail cars at W2464. Fires at EMDINGEN, MANY  
Pontoons at HESBACH 2 sheds of rail cars at W10795.E/A: 12 White A/C at 25000ft at W566279, no contact. 2 White A/C S. of  
Black Forest, no contact.

FLAK: Heavy, inaccurate moderate at KARLSRUH.

Heavy, scant accurate at V9024 &amp; BREISACH.

Heavy, scant inaccurate at HESBACH.

Light, intense, accurate at V9050.

Moderate, intense, inaccurate at V5612.

Heavy, accurate, moderate at MULHIM.

Heavy, intense accurate at V90045.

WESTERN FRENCH AIR CORPS: No operations 2 January 1945.G.A.F. Activity 2 Jan 1945.

0940- 1 ME109 going S. 6000ft, 3 miles E. of KARLSRUH. Claim 1-0-0.

0955- 15 ME109's going S. 3000ft at W4354. attacked and avoided

1110- 1 ME109, 2000ft at W6230, no encounter.

1145- 2 ME109's, 1000ft at KARLSRUH. Claims 1-0-0, Losses 1 P-47 (Pilot safe)

1230- 3 ME109's going NE. 10,000ft, 3 miles E. of WORMS.

1325- 2 ME109's going NE at W647, no contact.

0950- 30 ME190's and ME109's, 11,000ft E. of PIRMASSEN.

0950- 30 mixed bunched at W1080, 14,000ft E/A going E. Claims 3 (ME109's 0-0-2 (FW19)

1200- 17 Black ME109's, 11,000ft at BITCHE flying E., no contact.

1 ME109 jumped flight, chased but could not catch.

12 White planes, 25,000ft at W566279, no contact.

2 White planes S. of Black Forest, no contact.

1 Jet at 25,000ft in ARNHEM area heading NE, at 1345 hrs.

2ND T.A.F.

Night 1/Jan (Total sorties 91)

## CONFIDENTIAL

73 A/C on A/R in break-through area.

18 A/C on defensive patrols in the VENLO (B90) ANTWERP (V 79), RUHR AND AACHEN ar

Claims: M/A in air 5-0-0, M/T 6-0-0.

Losses: NIL

ay 2 Jan (total sorties 205)

61 A/C on A/R in the break-through and COLOGNE (W45) area.

122 A/C on fighter operations in the break-through VALMEL (B54) and MINDHAVEN area

22 A/C on Recce.

Claims: M/T 5-0-4, Locos 2-0-2, WAG 0-0-3.

Losses: NIL

9TH A.F.

Night 1/2 Jan (total sorties 17/10)

11/11 Black Widows on patrols in the TRIER, METZ, STRASBOURG AND LUXENBURG area.

6/3 A/C on defensive patrols.

CLAIMS: NIL

LOSSES: NIL

ay 2 Jan (Bombers- total) sorties 332/134- total tons 236)

39/17 on GOURY (N93) communications, 24 tons, good results.

44/42 on SIMMER (L85) R/R bridge, 71 tons, fair results.

31/27 on SIMMER (L85) R/R bridge, 45 tons, excellent results.

44/48 on BAD-MUNSTER R/R bridge, 96 tons, excellent results.

164/0 A/C dispatched but did not attack.

9th TAC

132/122 A/C on A/R in the break-through area, gave escort, and were on patrols.

36/29 A/C were on Recce.

19th TAC

418/407 A/C attacked troop concentrations, conducted A/R in the battle area KASSEL LAUTERN (R-09), ST. WENDEL (Q59) and FURCHFIRCHEN Area, fighter sweeps in the MANNHEIM area, escort to M/B and close support to 3.8th. and 12th Corps.

77/63 A/C on Recce.

29th TAC

239/223 A/C A/R 'd 1st, & 9th Army area, gave escort to M/B and conducted defensive patrols.

3/3 A/C on Recce.

Consolidated tonnage dropped for F/B: 240.5 tons of GP

43.5 tons of Frags

5.25 tons of IB

31 Rocket projectiles

110 Napalm tanks.

Consolidated Claims: M/A in air 5-0-0, M/T 374-0-85, Locos 11-0-5, AFV 70-0-59, R/R cars 247-0-167, Guns 64-0-20, Dumps 1-0-1, Bldgs 59-0-12, Rail cuts 25, Highway cuts 15, HDV 24-0-5.

Consolidates Losses: 11 A/C (3 NYR and 8 to Flak)

R.A.F.

Night 1/2 Jan (total sorties 436/447)

146/31 on M/Y WIMMEL (B59), 680 tons, well conducted.

139/116 on Coking plant EYING, 377 tons, well conducted.

158/152 on GRAVENHORST Canal (V91) 701 tons, good.

28/23 On HANAU town (MSZ) 30 tons REO.

27/25 HANNOVER town (X32) 37 tons, good.

Claims: NIL Losses: 4 A/C (cause not reported.)

Day 2 Jan: No operations.

- 6 -  
CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

6TH A.F.

Total sorties 1750 (Bombers 1022, Ftr escort 479, Ftr sweeps 152 with 9AF 20)

74-A/C on M/Y at GEROLSTEIN(L23) 210.5 tons, good results.  
71/66 on EHRANG M/Y (L23) 159.1 tons, good results.  
3/3, on TRIER(L22) M/Y, 7.3 tons, good results.  
77/68 on MAYEN (L6C) M/Y, 198.5 tons, good results  
75/73 on BAD-FREUNTRACH M/Y, 212.5 tons, good results.  
37/34 on KAISERLAUTERN (R09) M/Y 100 tons, good.  
11/41 on ST. VALENTIN M/Y, 37 tons, good.  
39/37 on KYLLBURG(L15) communications 108.5 tons, good.  
35/34 on DAU: communications, 99.5 tons, good.  
37/34 on PRUM(L07) communications, 96.3 tons, good.  
37/36 on VITZBURG communications, 83.4 tons, good.  
50/43 on ENGER(S30) R/R bridge, 114.9 tons, NEO.  
60/59 on IHRICH(F70) bridge, 162.0 tons, NEO.  
69/66 on REMAGEN (F61) bridge, 142.5 tons, NEO.  
66/65 on MOELLER/LUTZEL (L39) bridge, 176.5 tons, NEO.  
61/59 on MOELLER/GUSS, bridge, 185 tons, NEO.  
76/70 On LEBACH (Q49) (SEIGFRIED line area 1) 252 tons, Good.  
76/58 on LEBACH (Q39) (SEIGFRIED line area 2) 201 tons, good.

Claims: (by fighters) E/A 7-0-0

Losses: 6 bombers(2 flak, 4 unknown, 2 NDEA)  
3 fighters (1 believed safe, 2 unknown)

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

- 7 -

CONFIDENTIAL

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

COSUM NUMBER 3

Period 021800 to 031800

|                          | MISSIONS |        |       | CLAIMS   |         |         |
|--------------------------|----------|--------|-------|--|---------|---------|
|                          | XII TAC  | FR TAC | TOTAL | XII TAC  | FR TAC  | TOTAL   |
|                          | 1        | 9      | 10    | R/R cuts *   | 12      | 12      |
|                          | SORTIES  |        |       |  |         |         |
|                          | XII TAC  | FR TAC | TOTAL |  |         |         |
| N/T Ftrs                 | 1        | 10     | 10    | R/R cars   | 0-0-30  | 0-0-30  |
| F/B                      |          | 36     | 36    | Location of Rail cuts- 6 just N of W-654558, and 6 just S of W-654558. |         |         |
| Tac/R                    |          | 8      | 8     |  |         |         |
| P/R                      |          | 2      | 2     | LOSSES   |         |         |
| Total:                   | 1        | 56     | 57    | Lost   | Missing | Damaged |
| TONNAGE: F/B 11 tons GP. |          |        |       | XII TAC  |         |         |
|                          |          |        |       | FR TAC   | 1       | 1       |
|                          |          |        |       | Total:   | 1       | 1       |

FR TAC: 1 P-47 Cat 3, flak and 1 P-47 damaged Cat 2, flak.

## XII T.A.C.

425 N/T Sq Night 2/3 Jan

1/0 Bomfighter flew 1 mission, returned due mechanical trouble.

NO OTHER SORTIES FLOWN BY XII T.A.C. DUE WEATHER.

## FIRST FRENCH AIR FORCE

1st Group - Day 3 Jan -(1 mission, 10 sorties).

10/10 Spits flew fighter sweeps in ALTWIRCH, FREIBURG, BASLE areas.

Time up 1115, time down 1250.

Claims: Nil. Losses: Nil.

Flak: Light, Moderate, Accurate 10 miles N of BASLE.

3rd Group - (2 missions, 20 sorties).

12/12 P-47's carrying 16 x 500 D/B R/R at ENDIGEN, dropped 16 x 500 GP, NRO.

Time up 1020, time down 1205.

Total tonnage: 4.

Claims: Nil. Losses: Nil.

8/8 P-47's conducted a Kasher directed mission, attacked gun concentrations between COLMAR and SELESTAT, NRO.

Time up 1200, time down 1400.

Total tonnage: 12 (4 x 500 GP).

Claims: Nil. Losses: Nil.

Flak: Light, Intense, Accurate at W-634420.

Light, Scant, Intense " A-9090.

Moderate, Light " W-3540.

Probable Flak cars at W-4547, Moderate, Light, Intense, Accurate.

## CONFIDENTIAL

4th Group - (1 mission, 16 sorties).

10/16 P-47's D/B bridge at W-654558, NEO, and strafed trains at W-4547.

Time up 1105, time down 1305.

Total tonnage: 6-(24 x 500 GP).

Claims: Rail cuts 12-(8 just E of W-654558, 6 just S of W-654588).

R/R cars 0-0-30.

Losses: 1 P-47 Cat 3, flak and 1 P-47 damaged Cat 2 flak.

2/33 Sq - (5 missions, 10 sorties).

8/8 a/c conducted Tac/R in the Alsace Plain, Rhine Valley from BASLE to WALESHUT, FREIBURG, NEUSTADT and DONAU ESCHINGEN areas.

2/2 a/c conducted F/R in the area above.

Claims: Nil. Losses: Nil.

Impressions: Small road traffic. R/R traffic moderate. Activity and loading in stations moderate except in FREIBURG and OFFENBURG.

Four new pontoons at W-915300. Explosions and fires at A-8797.

Flak: Light, Intense. Accurate at W-865625, W-8847 and W-6643.

Heavy, Intense, Accurate at BREISACH.

WESTERN FRENCH AIR FORCES

Day 3 Jan.

NO OPERATIONS.

9TH A.F.

Night 2/3 Jan.

No mission due to weather.

Day 3 Jan.

No mission due to weather.

2ND T.A.F.

Night: 2/3 Jan. Total sorties 12.

12 A/C on defensive patrols in the ARHEIM (E-77), NIJMEGEN (E-76), VENLO (E-90), DUTCH ISLAND area.

Claims: Nil

Losses: Nil

Day 3 Jan. Total sorties 60 M/1 and 53 Fighters.

60 M/1 on HOUTALIZE (P-57), enemy concentrations, 71 tons M.R.O.

43 Spits gave escort to M/1.

2 Spits on Fighter operations over base.

8 A/C on Rocce.

Claims: Nil

Losses: Nil

8TH A.F.

Total Sorties 1790 (Bombers 1163, Fighters 627)

78/72 Forts M/Y HERMULHEIM (F35) 210 ton NEO

77/36 " HERMULHEIM EAST (F 35) 106.8 ton NEO

116/98 " Communications ST VITH (F 88) 246.8 ton NEO

74/1 " Rail Junction HORREN (F 25) 3 ton NEO

76/36 " M/Y MDRATH (F 25) 90 ton NEO

62/31 Libs " ALSTADT (Q 82) 72.8 GP 14.3 IB NEO

43/41 " HAMBURG (S 55) 91.1 GP 15.5 IB NEO

55/55 " Zweibrucken (Q 77) 119.5 GP 22.8 IB NEO

57/84 " NEUNKIRCHEN (V 70) 215.2 GP 13.5 IB NEO

64/55 " LANDAU (R 26) 132.4 GP 27.5 IB NEO

44/41 " Rail Road PIEMUSSEN (Q 96) 106.5 GP .5 IB NEO

149/141 " M/Y F ULDA (H 31) 367.6 GP 75.2 IB NEO

153/124 " ASCHAFFENBURG (H 05) 302.7 GP 33.5 IB NEO

39/38 Forts Communications GEMUND (F 11) 106 ton NEO

38/36 " SCHKE IDEM (F 11) 106.7 ton NEO

CONFIDENTIAL

38/36 Forts M/Y EDWIN (L-89) / MOSELLS (L-66), 102.8 tons H.R.O.  
 129 Forts COLANGE (F-45), 379.6 tons G.P.-H.R.O.  
 10 Forts DUNDE (F-08), 29.8 tons G.P.-H.R.O.  
 25 Forts PROZEM M/Y (R 73), 64.7 tons G.P., 6.5 I.B.-F.R.O.  
 6 Forts Unidentified targets of opportunity 15.9 tons G.P., 0.5 I.B.  
 627 Fighters provided escort.

Claims: E/A 4-0-0 Losses: 3 bombers (2 believed safe)  
 12 fighters ( 2 believed safe)

R.A.F.

Night 2/3 Jan. Total sorties 1063/1016.

521/504 on DUNDE city (L-45), 1572 HE, 494 I.B. Good.  
 389/366 on DUNDE city (L-45) Chemic 1 works, 1008.3 HE, 212 I.B. Good.  
 53/49 BELLIN (Z-75), 53.6 HE 1.8 I.B. H.R.O.  
 9/7 CASTOP-ROTH (L-62) tar plant 30.4 HE, H.R.O.  
 7/6 HANU (L-87) 4 tons H.R.O.  
 84 A/C on bomber support.

Claims: E/A 3-0-0 Losses: 0 A/C (cause not reported).

Day 3 Jan. Total sorties 99.

49/34 CASTOP-ROTH tar plant (L-62), 214.5 H.R.O.  
 50/43 HANU (L-87) 4-72, coking plant 224.9 H.R.O.

Claims: Nil Losses: Nil

Night 3/4 Jan. Total sorties, 62 sorties.

75 A/C to M/Y DUNDE (L-45).  
 7 A/C to M/Y DUNDE (F-28).

R.A.A.F.

STRATEGIC AIR FORCE

Day 2 Jan.

No operations due to base and route weather.

TACTICAL AIR FORCE

Night 1/2 Jan.

7 Beaufighters -Intruder patrols.  
 3 Mosqs.

Claims: Locos 1-0-0 Losses: Nil  
 M/T 4-0-5  
 Rail Cars 0-0-5

Day 2 Jan.

M/F operations cancelled due to weather.

36 Baltimore's bombed occupied buildings Southeast ARGENT. causing fires.  
 768 Fighters and Fighter Bombers operated against rail lines and communica-  
 tions in Northwest RO VALLEY channel area and against close support  
 targets.

Claims: E/A 0-0-1 Losses: 1 P-47 (missing)  
 Rail cuts 42  
 Bridges 3-0-10  
 Locos 23-0-25  
 Rail cars 29-0-89  
 M/T 62-0-25  
 Barges 2-0-6

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

COASTAL AIR FORCE

Spitfires on weather Recces Padua-TREVISO area scored hits on a barge and set motor transport on fire.

P-39's bombed and strafed enemy billets in Northwest ITALY.

BAKIN AIR FORCE

Day 2 Jan

No operations due to weather.

SPECIAL OPERATIONS

1 Jan.

19 sorties were attempted to North ITALY, 14 successful.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 4

Period 031500 to 041800

| MISSIONS |         |        |       | CLAIMS       |         |         |         |
|----------|---------|--------|-------|--------------|---------|---------|---------|
|          | XII TAC | FR TAC | TOTAL |              | XII TAC | FR TAC  | TOTAL   |
|          | 15      | 10     | 25    | Locos        | 0-0-1   | 2-0-0   | 2-0-1   |
|          |         |        |       | R/R cars     | 0-0-6   | 0-0-85  | 0-0-91  |
|          |         |        |       | M/T          | 4-0-6   |         | 4-0-6   |
|          |         |        |       | R/R block* 1 |         |         | 1       |
|          |         |        |       | R/R cuts * 1 | 7       |         | 8       |
|          |         |        |       | Rd block * 7 |         |         | 7       |
|          |         |        |       | Guns         | 0-0-16  |         | 0-0-16  |
|          |         |        |       | Bldgs        | 13-0-4  |         | 13-0-4  |
| SOURCES  |         |        |       | LOSSES       |         |         |         |
|          | XII TAC | FR TAC | TOTAL |              | Lost    | Damaged | Missing |
| Tac/R    | 2       | 3      | 10    | XII TAC      | 0       | 10      | 0       |
| F/B      | 158     | 53     | 211   | FR TAC       | 0       | 6       | 0       |
| F/R      |         | 2      | 2     | Total:       | 0       | 16      | 0       |
| Total:   | 160     | 63     | 223   |              |         |         |         |

TONNAGE: 83.5 GP and 8.49 Frags.

\* LOCATIONS

R/R blocks: 1 at Q-7850.  
R/R cuts: 8-(1 at Q-8051, 3 at V-912-488, 1 each at V-083340, V-952224, V-948219 and V-941212).  
Rd blocks: 7-(4 at Q-8345, 3 Q-8851).

XII TAC: 6 P-47's Cat 1 flak, and 4 P-47's Cat 2 flak.

FR TAC: 3 P-47's Cat 1 flak, 2 P-47's Cat 2 flak, and 1 Spitfire Cat unknown.

XII TAC

415 Night Fighter Sq.  
No missions due to weather.

42nd Bomb Wing  
No missions due to weather.

50th Group

31/31 P-47's flew 3 close support missions against road junction at (Q-7854) in PIMASELS area and made R.R. cut at (Q-8051). Bombed bivouac area and EDV'S marked with smoke by Elite at (Q-800402)-excellent results. Road intersection at (Q-779507) bombed.  
Observations: Small town on fire at Q-793425. 2 P-51's with yellow stripes on wings almost spoiled bomb run by their tactics over target. No contact made. Enemy gun position seen at Q-776497. Red panels observed on top of 2 buildings at REMERACH LES BITCHES (Q-658498). 100 box cars and 1 loco seen facing East between (Q-7773) and (Q-8373).

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

**CONFIDENTIAL**

Claims: Locos 0-0-1      Losses: Nil  
 R.R. cars 0-0-5      Damaged: 1 P-47 Cat. 2 Flak.  
 M/T 4-0-6      3 P-47's Cat. 1 Flak.  
 Buildings 5-0-3      Tonnage: 32 X 500 G.P. (5 tons).  
 R.R. cut 1 (Q-8051)

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1243    | 1400             | 1446      |
| 1313    | 1400             | 1502      |
| 1227    | 1300             | 1337      |

**324th Group**

32/32 P-47's flew 3 close support missions, 12 A/C bombing target of opportunity, LICHEN (R-2015)-all bombs in town. 8 A/C got 4 direct hits out of 16 X 500 dropped on fort in center of BITCHE and road block made on secondary road leading out of BITCHE. Large fires seen in center of town. 12 A/C strafed BITCHE on orders of controller. Light strafed in fort at BITCHE and 10 guns damaged. Observations: Obstacles across R.R. South of BITCHE at (Q-780448).

Claims: Guns 0-0-1      Losses: Nil  
 Buildings: 13-0-0      Damaged: 2 P-47's Cat. 2 Flak.  
 R.R. block 1 (Q-7850)      3 P-47's Cat. 1 Flak.  
 Tonnage: 33 X 500 G.P. (9.5 tons),  
 264 X 20 Frags (2.64 tons).

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1525    | 1510             | 1545      |
| 1445    | 1540             | 1620      |
| 1440    | 1510             | 1600      |

**358th Group**

47/47 P-47's flew 4 missions of close support.

11 A/C dropped 20 X 500 and 10 X 250 lb. bombs in a good pattern on enemy troops, tanks and M/T's along secondary road and in woods at (Q-5543), also strafed area with resulting explosion.

12 A/C dropped 10 X 250 on target in woods at (Q-5559), H.R.O.

12 A/C dropped 22 X 500 and 11 X 250 in town at (Q-253) H.R.O. and 2 X 500 and 1 X 250 on (Q-7355) H.R.O.

12 A/C dropped 24 X 500 and 11 X 250 on ZIMMERBACH through overcast, H.R.O.

Observations: Troops with red and white vehicles at (Q-5542). 7 Plus enemy AF at (Q-5542). 3 Fires in same area. Our troops slow in marking targets. Enemy put white smoke South East of target near our troops at (Q-5543). M/T with red panels parked along road at (Q-5549) and (Q-5550). Town at (Q-7549) marked with red and white smoke.

Claims: Nil

Losses: Nil  
 Damaged: 1 P-47 Cat. 2 Flak.  
 Tonnage: 92 X 500 G.P. (23 tons),  
 45 X 250 Frags (5.35 tons).

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1335    | 1403             | 1525      |
| 1240    | 1310             | 1515      |
| 1233    | 1330-1410        | 1432      |
| 1035    | 1102             | 1220      |

**371st Group**

46/46 P-47's flew 4 close support missions.

12 A/C dropped 24 X 500 on CP, Kilometer East of BITCHE (Q-8530) and then strafed. 1 Building damaged.

12 A/C dropped 19 X 500 on road at (Q-830449), cut road in 4 places, 5 X 500 dropped at (Q-855510) cutting road in 3 places.

## CONFIDENTIAL

12 A/C dropped 20 X 500 on smoke marked target near BITCHE with 4 direct hits.  
4 Jettisoned safe in lake at (Q-3813).

12 A/C dropped 24 X 500 on enemy strong point starting 2 fires and getting 1 hit on factory.

Observations: 2 ME-109's going West at (Q-4025) at 6,000 feet around 1320 hours. No contact. 20-30 vehicles with red panels parked on road at (Q-7046).

Claims: Building 0-0-1

Road blocks 7 (4 at Q-8345) (3 at Q-8851).

Losses: Nil

Damaged: Nil

Tonnage: 92 X 500 G.P.  
(23 tons).

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1510    | 1535             | 1614      |
| 1316    | 1325-1405        | 1435      |
| 1322    | 1345-1410        | 1444      |
| 1251    | 1325             | 1415      |

Prov. Recce Group

2 A/C flew 1 Tac/R mission.

Claims: Nil

Losses: Nil

1ST FRENCH AIR CORPS

1st Group

NO OPERATIONS

4th Group

22/22 P-47's flew 2 close support missions dropping 22 X 500 South East of (W-6850) N.R.O. and 12 X 500 making 3 rail cuts at (V-912483) and destroying several buildings at (V-938520).

14 A/C of first mission also strafed R.R. movement and stations at (B-3692) at SWISS BORDER, DHAUESCHINGEN (V-52), GEISINGEN (V-62), DORINGEN (X-40)

Observations: R.R. station at SOUVERINGEN completely burned out. R.R. station at DHAUESCHINGEN (V-52),  $\frac{1}{2}$  burned out.

Claims: Locos 2-0-0

R.R. cars 0-0-65

Losses: Nil

Damaged: 3 P-47's Cat/1  
Flak. 2 P-47's

Cat. 2 Flak.

Tonnage: 34 X 500 G.P.  
(8.5 tons).

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1215    | 1245             | 1310      |
| 1215    | 1300             | 1345      |

3rd Group

31/31 P-47's flew 3 close support missions.

8/8 A/C bombed R.R. station at FERNBERG and road bridge at (W-092364)- bridge was hit. Also R.R. at (W-083340) making 1 R.R. cut. 16 X 500 dropped.

10/10 A/C dropped 12 X 500 making 3 R.R. cuts at (V-952224) (V-945219) (V-941212).

13/13 A/C dropped 16 X 500 on R.R. station at (B-155340) making 12 direct hits and 6 near misses. Also strafed 20 R.R. cars at station, and 30 R.R. cars at DORINGEN (B-2757).

Observations: Nil

Claims: R.R. cuts 4 (V-952224)

(V-943219)

(V-941212)

(W-083340)

Losses: Nil

Damaged: Nil

Tonnage: 46 X 500 G.P.  
(11.5 tons)

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 1120    | 1225             | 1320      |
| 1500    | 1530             | 1650      |
| 1355    | 1440             | 1540      |



CONFIDENTIAL2/33 Tac. R. Sqdn.10/10 A/C flow 5 missions.

5/8 A/C flow 4 visual Tac R missions in COLMAR, LORACH, SHOTSHEIM, FREIBURG, HASLACH, OFFENBURG, BEISACH, CHALATPE area.

2/2 A/C flow 1 P/R mission in same area.

Observations: The HASLACH and CHALATPE bridges are intact. One enlarged bridge at (V-792210) Concentration of camouflaged vehicles at (A-862985). Ferry South of NEU-BEISACH bridge. 3 Pontoon bridge sections at (V-8625).

Claims: Nil

Losses: Nil

Damaged: 1 Spitfire Cnt. unknown.

31st & 34 M/B Group

NO OPERATIONS DUE TO WEATHER

WESTERN FRENCH AIR FORCE  
NO OPERATIONS.WESTERN AIR ACTIVITIES

4 January 1945 At 1320 hours 2 ME 109's flying West at 6,000 feet at (Q-4025). No contact made. At 1300 hours 1 P-47 with enemy markings strafed vicinity of (Q-6054). Same plane seen over (Q-5255). At 1310 hours 1 unidentified E/A strafed rear echelon mess hall at (Q-2524). No casualties. From 1436-1536 hours 4 plus fighters in area of SHOTSHEIM. From 1731-1737 hours A/C landing at SHOTSHEIM AIRFIELD (R-94).

52 Flaming Bombs were launched against SHOTSHEIM on the 4 JANUARY and only 1 reached target. 20 were shot down and others fell in the sea.

9TH A.F.Night 3/4 Jan.

No operations due to weather.

Day 4 Jan.9th Bombardment

No operations due to weather.

Day 4 Jan.9th Tac.

No operations due to weather.

Day 4 Jan.19th Tac

4/4 Scrambled-No contact made.

Claims: Nil

Losses: Nil

Day 4 Jan.29th Feb

No operations due to weather.

8TH A.F.

NO OPERATIONS DUE TO WEATHER.

R.A.F.Night 3/4 Jan. 6/5:

3/3 LUDWIGSHAFEN (R-49), R.A. center 2.3 tons, H.R.O.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

3/2 NUSS (P-28) R.R. center 3.6 tons, W.R.O.

Claims: Nil

Losses: Nil

Day 4 Jan.

To operations due to weather.

2ND T...F.

Night 3/4 Jan. 7/7.

4/4 A/R.

3/3 Defensive Patrols

Day 4 Jan. 443/443.

270 A/R

4 Immediate Support.

36 Prearranged Support.

46 Success.

37 Fighter operations.

Claims: 17/1 in air 10-1-3

17/2 5-0-2

Barges 2-0-11

Locos 11-0-23

R.R. cars 36-0-126

Tugs 0-0-4

R.R. cuts 4

Losses: 3 A/C (cause unknown).

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

-5-

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 5 Period 041800 to 051800

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

MISSIONS

XII TAC

FR TAC

TOTAL

55

2

57

SORTIES

XII TAC

FR TAC

TOTAL

Ftrs

0

18

18

F/B

222

0

222

Tac/R

44

0

44

P/R

15

0

15

Total:

281

18

299

DAMAGE: 90 G.P.

15.28 Frags

LOCATIONS

\* RR cuts (H1910) (R3385)

\*\*Rd blocks((R0367)(SW of HITCHER)

-(Q4167)(R0493)(2 at R0367)

XII TAC:

1 P-47 cat 3 take-off pilot killed.

2 P-47's cat 3, landing, pilots o.k.

2 P-47's Missing in action

14 P-47's cat 1 flak.

2 P-47's cat 2, flak.

CLAIMS

E/A

4-0-3

4-0-3

Locos

10-0-27

10-0-27

RR Cars

32-0-27

32-0-27

M/T

16-0-20

16-0-20

HQV

2-0-0

2-0-0

AFV

0-0-1

0-0-1

Barges

3-0-0

3-0-0

RR cuts\*

2

2

Rd block\*\*6

6

Tunnel

0-0-1

0-0-1

Guns

0-0-2

0-0-2

Bldgs

18-0-8

18-0-8

Tank

0-0-1

0-0-1

LOSSES

Lost

Damaged

Missing

XII TAC

3

16

2

Fr TAC

0

0

0

TOTAL:

3

16

2

XII TAC

415 Night Fighter Sq. Night 4/5 Jan  
No missions due to weather.

42 Bomb Wing

No missions due to weather.

50th Group

33/31 P-47's flew 3 A/R missions.

Bombed train going E at R0493 making RR cut; R034675 making 2 RR cuts;  
and 2 trains going NE at Q8269 - no hits.

15/0 A/C jettisoned 24 500 GP bombs in lake near SAAKBURG due to weather.

Observations: NW part of PRIMASEI burning furiously. 10 M/T burning  
between H105677 and H152671.

CONFIDENTIAL

## CONFIDENTIAL

Claims: Locom 0-0-1, RR cars 20-0-20, M/T 9-0-4, RR cuts 3 (2 at R0367)  
(1 at R0493), RR track 1 (R0367)

Losses: NIL Tonnage: 42X500 3.P. (10.5 tons)

| Time Up | Time Over Target | Time Down |
|---------|------------------|-----------|
| 1129    | 1200             | 1349      |
| 1151    | 1220             | 1400      |
| 1115    | 1230             | 1357      |
| 1427    | -                | 1600      |

## 324th Group

58/56 P-47's flew 6 close support missions.

12/11 A/C bombed strong points in woods at Q045600- 21X500 and 252X20  
dropped in target area. Sent to Recce rd W of SARBESUMHES. NRO.

7/7 A/C bombed ALTZHEIM (Q6964) fuel and supply dump with 411 but 2  
bombs hitting in target area. Elite then sent them on Recce to  
ALTZHEIM and SARBESUMHES.

11/11 A/C bombed troop concentration at Q7276 with 22X500 and 264X20 NRO.

8/3 A/C bombed ROBBACH (Q4167) making RR cut.

8/8 A/C bombed barges along E bank of Rhine between R113073 and R139100.

3 direct hits on 3, 50 foot barges, destroying them.

12/11 A/C didn't bomb primary target, Rhine bridge, due to weather and  
Atkin directed flight to bomb BITCHER, 20X500 in town, 2X500 on front.  
NRO.

Observations: 3 large fires in HUNKIRCHEN AND many in PRIMASIE'S. Large  
explosion in town R0308.

Claims: Barges, 3-0-0, Tanks 0-0-1, Bldgs 8-0-3, RR cut 1 (Q4167)

Losses: 1 P-47 cat 3, take-off, pilot killed.

Damaged: 7 P-47's cat 1 flak.

Tonnage: 112X500 GP (28 tons); 596X20 (1.96 tons)

| Time up | Time over target | Time down |
|---------|------------------|-----------|
| 0935    | 1045             | 1125      |
| 0930    | 1035             | 1125      |
| 0845    | 0930-0950        | 1100      |
| 1245    | 1345             | 1430      |
| 1320    | 1407             | 1550      |
| 1315    | 1445             | 1530      |

## 358th Group

71/71 P-47's flew 6 missions.

59/59 A/C flew 5 close support missions bombing troops, RR movement,  
AFV, M/T and HDV in PRIMASIE'S EISENLAUTERN area.

12/12 A/C flew A/R mission bombing train going E at Q8890.

Observations: Fox holes along road at Q8078.

Claims: Locom 8-0-24, M/T 4-0-10, HDV2-0-0, AFV 0-0-1, Guns 0-0-2,

Bldgs 9-0-0, RR cuts 2 (R1910)(R3385)

Losses: 2 P-47's cat 3 landing, pilots OK.

1 P-47 cat 2, flak.

4 P-47's cat 1, flak.

Tonnage: 134X500 GP (33 tons), 64X260 (6.32 tons)

C O N F I D E N T I A L

110/81 Ports on FRANKFURT (M67), 201, Good. (RR center and bridge)  
 37/33 on MAXWELLER (L06) Communication center, 94, NFO.  
 39/27 on LUTHERBERG, communication center, 76, NFO  
 39/35 on PRONSSWELD, communication center, 104, NFO  
 77/70 on HEIBERREISD, an airfield, 129, NFO  
 74/0 on HEIBERREISD, AN AIRFIELD, aborted.  
 38/0 on a communication center, aborted.  
 78/54 on WEIDENMENDIA, communication center, 100, fair.  
 39/37 on DUMPELTELD(P40) 105, NFO (communication center)  
 37/35 on ELLI(L25) communication center, 101, NFO  
 37/1 on MECHERWICH, communication, 3, NFO  
 37/37 ON HEIMBACH(053) RR center, 107, NFO,  
 51 Libs on HEIMBACH RR center, 139, Good. (Q58)  
 29 Ports on KAISERLUTHER, (R09) 78, NFO  
 96 Ports on KOLLENZ (L89) 217, NFO. (RR center)  
 1 Lib on PRUM, RR center, 2, NFO  
 1 Lib on BURD, 2, NFO  
 8 Libs on HEIMBACH, 21, Fair  
 7 Libs on HEIMBACH, 18 Poor.  
 29 Ports on HEILBRONN(S06) 59, NFO  
 15 Ports on unidentified targets of opportunity, 37, RR)

625/577 Fighters gave escort.

Claims: 2/A in air 1-0-0, 2/A on ground, 4-0-0

Losses: 8 Fighters

45 Heavies (1 AA), (2 unknown) (45 believed safe.)

R.A.F.

Night 4/5 Jan

349 A/C on ROYAL Fort area, 152 tons. 6 Lancasters lost.

Day 5 Jan

160/149 A/C on LUDWIGSHAFEN(R49), 661.9, Scattered.

Claims: E/A MERBY's 1-0-0

Losses: 2 Lancasters, due to flak

2ND T.A.F.

Night 4/5 Jan

24 A/C on Defensive patrols in RUHR, NIJMEGEN(E70), OSTEND area.

Claims: E/A 1-0-0 Losses: NIL

Day 5 Jan 1202 sortics

Bombers(144/119)

66 A/C ST VITH(P88) strong points, 109, good.

53 SAAR-LEGE, ST VITH, communication center, 48, NFO.

Fighters(1122/1053)

484 A/C A/R MUNSTER(A97) O SHABRUCH(W10)MANNHEIM(M50), BOLIMUND.

316 A/C close support, bridge S of VIRECHE and defended areas on  
 STUNN. Billotting areas and bridges in 2nd Canadian Army area.

133 Accos

269 Patrols and swoops in O SHABRUCH(W10) NIJMEGEN(E70)

M/B also escorted.

Claims: M/T 17-0-25, Barges 2-0-41, Locos 21-0-15, RR cars 66-0-214,  
 RR cuts 11

LOSSES: 3 fighters, (1 due to flak, 2 MIA)

- 4 -

C O N F I D E N T I A L

- 3 -

(OVER)

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

| Time up | Time over target | Time Down |
|---------|------------------|-----------|
| 0940    | 1020-1110        | 1150      |
| 0950    | 1020-1200        | 1220      |
| 1002    | 1145-1200        | 1232      |

371 Group

62/62 P-47's flow 4 missions

38/38 A/C flow 2 A/R missions attacking M/Y at DIELMIRCHEN (M056180), RR tunnel at Q762935 and RR movement in same area.

24/24 A/C flow 2 close support missions dropping 24X500 on BRCKING, Q6557 also strafed. NED. Bombs hit in town. Also dropped 24X500 on rd.

SW of BITCHE causing road block.

Observations: Considerable train activity in HOMBURG area. At 1500 hrs 10 FW190's and ME109's at M4020 (NW of NORMS) at 1800 feet were contacted by flight of P-47's and instantly 15 FW190's joined the dog fight.

Claims: 7/4 in air FW190's 4-0-3, Locos 2-0-2, RR cars 12-0-7, M/T 3-0-6, Tunnels 0-0-1, Bldgs 1-0-0, Rd block (SW of BITCHE)

Losses: NIL

Missing: 2 P-47's missing in action.

1 P-47 cat 2, combat.

3 P-47's cat 1 flak.

Tonnage: 72X500 GP (18 tons)

| Time up | Time over target | Time Down |
|---------|------------------|-----------|
| 1045    | 1115-1245        | 1310      |
| 1056    | 1130-1145        | 1245      |
| 1320    | 1425             | 1500      |

PROV RECCO GP

59/59 A/C flow 35 missions of which 44 A/C flow TAC Reccos and 15 A/C flow P/R's. No incidents.

Claims: NIL

Losses: NIL Damaged: 1 P-51F6 Cat 1 flak.

FIRST FRENCH AIR CORPS1st Group

18/18 Spitfires flow 2 fighter sweeps, SARGEMINES., BITCHE, WEISSEBURG LANDAU, SPEYER, RAHRSTADT, NYEBACH.

Observations: Smoke over LANDAU

Claims: NIL

Losses: NIL

No other operations due to weather.

WESTERN FRENCH AIR CORPS

No report.

## 3TH A.F.

Jan Day

941/1422 sorties

Bombers 1245/845 464 A/C of 352 Gp w/ 9th AF)

38/32 Libs on LEUSTADT (M33) RR center, 73 Fair-Good.

44/42 Libs on SARGEMINES, 94, fair-good.

35/31 CHICHEM, 21 water and bridge, 72, NED.

38/18 Libs on HIEK, RR center, 43, Good

40/39 Libs on PERMASZUS(096) RR water and bridge, 103, fair.

43/3 Libs on FIMZEPPEET, RR center and bridge, 9, NED.

104/57 Forts on LANDAU (M37), RR water and bridge, 153, NED

C O N F I D E N T I A L

9TH A.F.

9th BOMBARDMENT354/191

63 A/C AHRWEILER(P51) RR bridge, 121, NRO  
 63 A/C SIMMER, RR bridge, 105, NRO  
 31 A/C GOUZY Communication center, -58, Excellent  
 18 A/C HOFFALIZE(P57) communication center, 32 Excellent.  
 15 A/C CLERVAUX(P75) town, target of opportunity, 21, NRO  
 1 A/C DIELKIRCHEN(N01) coars rd, 1, NRO

Claims: NIL Losses: NIL

9th Tac (114/98)

61 A/C AirCooperation to 3rd Armored Div. and escort mediums.  
 48/37 Recco

Claims: M/T 59-14-9, AFV 9-0-6, HDV 10-0-0  
 Losses: NIL

19th Tac(193/192)

191 A/C A/R HOMBURG(077) TRIER(L22) area, airfields BIEBLIS and GROSS\*  
 OSTHEIM. Close support to 3rd and 8th Corps. Destroyed MORDEN town.  
 Escorted 9AF bombers, defensive patrols  
 1 Recco.  
 Claims: E/A on ground, 1-0-2, M/T 1-0-0, Hangars 1-0-1, Locos 3-0-0,  
 RR cars, 53-0-54, Bldgs 6-0-4, RR cuts 7, H'way 2,  
 Losses: 1 A/C flak.

29th Tac 251/249

244 A/C A/R ST VITH, KOLLENZ, HOMBURG, RR center, destroyed at STADTKILL  
 (L19()) Gave support to 2nd Armored Div. Attacked troops at MONT lo  
 Bal. Escorted 8th AF bombers, defensive patrols.  
 6/5 Reccos.

Claims: M/T 214-0-53, Locos 28-0-2, RR cars 0-0-3, Gun positions 9-0-6,  
 Bldgs 52-0-14, RR cuts, 6.  
 Losses: 4 A/C (3 due to flak, 1 Moch.)

- 5 -

C O N F I D E N T I A LT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## HEADQUARTERS

FIRST TACTICAL AIR FORCE, (PROV)

Office of the Assistant Chief of Staff, A-2  
ARO

374

COSUM NUMBER 6

Period 051500 to 061500

| <u>MISSIONS</u> |                |               |              |    | <u>CLAIMS</u> |
|-----------------|----------------|---------------|--------------|----|---------------|
| <u>WPAF</u>     | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |    | <u>NIL</u>    |
| 1               | 1              | 4             | 6            |    |               |
| <u>SORTIES</u>  |                |               |              |    |               |
| <u>WPAF</u>     | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |    |               |
| Ftrs            | 0              | 0             | 7            | 7  |               |
| F/B             | 0              | 0             | 9            | 9  | <u>LOSSES</u> |
| Tac/R           | 0              | 2             | 4            | 6  | <u>NIL</u>    |
| P/R             | 1              | 0             | 1            | 1  |               |
| Total           | 1              | 2             | 20           | 23 |               |

Tonnage: 3.5 GPXII TAC415 Night Fighter Sq. Night 5/6 Jan  
No operations due to weather.42 Bomb Wing

No operations due to weather.

Prov Recce Group

2/2 A/C flew 1 Tac/R mission in KARLSRUHE-STRASBURG area.

Observations: 1 barge moving west across Rhine, 6 miles north of STRASSBURG carrying 1 heavy gun and about a company of troops. KARLSRUHE bridge intact, guarded by 20 men, no traffic. No other bridges seen.

Claims: NILLosses: NILTime up  
1515Time Down  
1630

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

NOTE: As of mid-night January 5 the 42nd Bomb Wing passed to control of First Tactical Air Force, (Prov)

CONFIDENTIAL



## CONFIDENTIAL

FIRST FRENCH AIR CORPSFirst Group

12/7 Spitfires flew escort to P-47's and then carried out fighter sweep STRASSBURG-LUXEUIL-HAGENAU without incident. 5 A/C had mechanical difficulty.

Observations: NIL Claims: NIL Losses: NIL

Time up  
1425

Time Down  
1610

Fourth Group

9/9 P-47's bombed a target of opportunity 7 miles SE of STRASSBURG, WRO.

Observations: Rhine river not visible due to weather.

Claims: NIL Losses: NIL Tonnage: 14X500 (3.5 tons)

Time up  
1415

Time Down  
1600

2/33 Tac/R Sq.

4/4 A/C flew 2 Tac/R missions, MUNSTER-COLMAR-OFFHEIM.

Observations: NIL Claims: NIL Losses: NIL

Time Up  
1915  
1245

Time Down  
0945  
1350

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER

WESTERN FRENCH AIR FORCE1/34 Group

1/1 A/C on P/R

Claims: NIL Losses: NIL

9TH A.F.

Night 5/6 Jan. No operations due to weather.

6 Jan. Day9th Bombardment

38/26 PRUM(LO7), alternate target, 52 tons, WRO

9th Tac

No operations due to weather

19th Tac

No operations due to weather.

29th Tac (20/0)

12/0 F/B recalled.

8/0 Becco, aborted due to weather.

Claims: NIL

Losses: NIL

2ND T.A.F.

ight 5/6 Jan (161/158)

## CONFIDENTIAL

117/114 A/R bombed and strafed in break-through area, ST VITH(P88), rds in that area.

34/34 Mosquito Fighter Ops. - no incident, AMTWERP(J79), SCHELDT AMHEIM(E7 VETD, LSO) and the NHEB.

10/10 Becco.

Claims: m/T 12-0-4. RR cuts 1, flying bombs 1.

Losses: 1 A/C (cause unknown)

## 6 Day(210/167)

93/95 A/R in W of HILBERSUM, MAISTER(A97) HAMM(B04) OSNABRUCK.(W20)  
No movement seen.

42/32 close support, 3P spite defended positions at SCHWELLEN. DF station at 2401037. Good results. 10 Bostons, BELKIRK- aborted.

33/0 Ftr Ops- escort missions, 1 recalled and 1 abandoned 9th medium.

37/37 Becco.

Claims: M/T 6-0-0, Locos 1-0-0, RR cuts 2

Losses: NIL

8th A/F.

## Day 6 Jan (1401/1772)

810/768 Bombers, 531/531 Ftr Escort, 60/60 F/B

71 OLBOMB(245) BP bridges 210, NEO

35 OLBOMB(245) LITZUM BP bridge, 105, NEO

183 Ftrs KONTIGT BARR (246) M/Y 539, NEO

31 Ftrs, E. NHEB(245) BP bridge, 32.5, NEO

36 Ftrs, KONTIGT BP bridge, 112 F, NEO

95 Bbs KONTIGT BARR, M/Y 212 F, 477, BNEO

62 Bbs KONTIGT BARR, M/Y 1st fac target, 29 IB, 126.5, NEO

64 Ftrs, BUNYONBARR(245) (1st fac target) 105, NEO

34 Ftrs, KONTIGT BARR, M/Y (1st fac target) 97.5, NEO

72 Ftrs, KONTIGT BARR, M/Y (1st fac target) 212.2, NEO

22 Ftrs, KONTIGT BARR, M/Y (1st fac target) 63.5 Good

31 Ftrs, KONTIGT BARR, M/Y (1st fac target) 109, NEO

33 Ftrs, 14 targets of opportunity, 91, 5 IB, NEO

60 Ftrs, 22 Top cover, 26 bombed SLAAN (225) M/Y 7.3, NEO

Claims: E/A on ground 14-0-2. (by fighters) Locos 27-0-0

Losses: 7 bombers, 13 fighters (6 believed safe)

A.A.F.

## 5/6 Night(397/335)

140/140 HETELIZE(P57) troop concentration, 617, good.

665/604 HEDVER(T12) city, 2454, very good.

8/8 Mos. HEDVER(P28) M/C center, 14, NEO

69/79 Mos. HEDVER CITY(275), 75 Good

6/6 Mos. HEDVER, 5 NEO

109/109 Bomber support.

Claims: E/A in air 6-2-2

Losses: A/C 34.

## Day 6 Jan

No operations due to weather.

E/A sightings, 8th AF: 1150 near MOLENT(130) ME-163, 24,000ft, no contact

1200 NE of TRIER(122) ME-163, 30-40,000ft, no contact

1230 On ground GILBELSTADT(N61) air-drome, 15 twin engin,

(E/A 11-0-1)

E/A sightings, RAF: Ftrs active and numerous ftr flares seen. Claims over HANOVER (ftrs) 3-2-2. (Bomber command) 3-0-0

Ftr. Command: 1 ME-111 5/6 HDSUM, destroyed & crashed, 1-0-0, in air.

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 7

Period 061300 to 071800

| MISSIONS |         |        |       | CLAIMS |         |        |         |
|----------|---------|--------|-------|--------|---------|--------|---------|
| WEAF     | XII TAC | FR TAC | TOTAL | WEAF   | XII TAC | FR TAC | TOTAL   |
| 1        | 1       | 0      | 2     | M/T    | 0       | 7-0-3  | 0 7-0-3 |

| SORTIES       |         |        |       | LOSSES  |         |         |
|---------------|---------|--------|-------|---------|---------|---------|
| WEAF          | XII TAC | FR TAC | TOTAL | Lost    | Damaged | Missing |
| R/B           | 0       | 4      | 0     | 4       |         |         |
| Tac/R         | 1       | 0      | 0     | 1       |         |         |
| Total         | 1       | 4      | 0     | 5       |         |         |
| Tonnage: 2 GP |         |        |       |         |         |         |
|               |         |        |       | XII TAC | 0       | 1*      |
|               |         |        |       | FR TAC  | 0       | 0       |
|               |         |        |       | TOTAL:  | 0       | 1 0     |

XII TAC \*: 1 P-47, cat 1, flak.

## WESTERN FRENCH AIR FORCE

Report of 5 Jan previously not received.

## 5 Missions 9 Sorties

|              |     |                    |
|--------------|-----|--------------------|
| Art. Support | 1/1 | Tonnage: 1800 lbs. |
| M/B          | 5/1 |                    |
| P/R          | 1/1 | CLAIMS: NIL        |
| Escort       | 2/2 | LOSSES: NIL        |
|              | 5/5 |                    |

## 42ND BOMB WING

No operations due to weather

## XII TAC

## 324 Group

4/4 P-47's flew 1 close support mission attacking M/T's at R1277 on west and east banks of the Rhine.

Observations: 4 plus possible tanks parked on W bank of Rhine at R114071.  
Bridge intact crossing river that flows into Rhine at Q120080.  
Pier on each side of Rhine at R1277.

Claims: M/T 7-0-3      Losses: NIL      Damaged: 1 P-47, cat 1, flak.  
Tonnage: 8X500 GP (2 tons)

Time Up  
1110

Time over target  
1150

Time Down  
1240

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER:

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIALFIRST FRENCH AIR FORCE

No operations due to weather.

WESTERN FRENCH AIR FORCEDay 7 January

1/1 A/C flew P/R mission.

Day 5 January (not previously reported)

3/32 Sqd.

1 A/C flew artillery support mission.

1/34 Sqd.

5/1 A/C flew bombardment mission dropping 1800 pounds on radar at POINT de GRAVE. No hits.

1/1 P/R.

2/18 Sqd.

2/2 A/C flew escort missions. Claims: NIL Losses: NIL

ALL OTHER UNITS DID NOT OPERATE.

9TH A.F.

6/7 NO OPERATIONSDay 7 January

29th TAC

6 Escort to Libs. No incident. Claims: NIL Losses: NIL

2ND T.A.F.

6/7 Night

7 Mos. on defensive patrol, VEMO, BERNARD, ARNHEM, (1770) 3 of BRUSSELS, SCHAEDT, and OSTED area. NO Incident. Claims: NIL Losses: NIL

Day 7 January (7/7)

3 A/R EISENBERG (V-40) area

2 Weather Recco

2 Defensive

3 A/C of Coastal Command flying with 2nd TAF on anti-submarine patrol.

No incident. Claims: NIL Losses: NIL

R.A.F.6/7 Night Jan (695/650)

423/412 Heavies &amp; Mosquitos HANAU city (M87) 1406 tons, NEO.

49/48 Mosquitos HANAU M/Y, 246, NEO

148/126 NEUSS M/Y (P28) 658, NEO

20/11 KASSEL city (C20) 12, NEO

6/4 CASTROP-RAUXEL (A62), 3 NEO

49/49 Minelaying.

Claims: NIL Losses: 7

Day 7 Jan

No operations

7/8 Night (720)

620 Heavies and Halifaxes on MUNICH

54 Mos. HANNOVER (X32)

18 " NURNBERG (040)

12 " HANAU (M87)

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

8TH A.F.

7 January (1722 sorties)

Bombers 1067....Ftr Escort 561....Ftr Sweeps 94

39/39 Forts BLANKENHEIM (F33) comm center, 115, NEO  
11/11 Forts LIMBURG city (F23), 32, NEO  
118/75 Forts EUSNITCHEN (F33) comm center, 221.5, NEO  
76/22 Forts EUGENKIRCHEN, nr COLOGNE (F45) rd bridge, 63 NEO  
39/37 Forts GEMOND (F11) comm center, 109.5, NEO  
116/110 " BITSBURG, comm center, 321.7, NEO  
63/64 Libs LANDAU M/Y (R26) 208.1, NEO  
32/3 Libs AUCHER \* (R29) comm center, 115.3, NEO  
30/26 Libs KAISERSAUTERN \* (R09) RR overpass, 70.5, NEO  
66/64 Libs ZIMMERSBACH (F7) M/Y, 184.5, NEO  
113/99 Libs RASTATT \* (R33) M/Y 271.8, NEO  
51/14 Forts HOHENZOLLEN nr COLOGNE, RR & rd bridge, 60, NEO  
7/7 Forts PADERBORN (B74) M/Y 220.5 NEO  
39/39 Forts KALLE (B30) comm center, 110.8, NEO  
11/11 Forts KOBLENZ (L69) city, 31.5  
35/35 Forts KOBLENZ-LUTTEL, bridge, 105, NEO  
80/80 Forts COLOGNE - KAHN (F45) M/Y 218, NEO  
109/109 " HAHN (B04) M/Y 329, NEO  
74/74 Forts BIELEFELD (B58) M/Y  
8/8 Forts DURENZ city, 23, NEO  
1/1 Lib KARLSRUHE city (R44) 3, NEO  
3/3 Libs 3 unidentified targets of opportunity, 9 NEO

Claims: Locos 7-0-0, RR cars 0-0-59, Tank cars 0-0-4.

Losses: 7 bombers, (5 unknown, 2 collision.)  
5 fighters (2 unknown, 3 believed safe.)

Targets of First Tactical Air Force, (Prov)

- 3 -

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 8

Period 071800 to 081300

T  
H  
I  
S  
P  
A  
G  
E  
I  
S  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| MISSIONS  |         |        |       | CLAIMS      |         |         |         |
|---|---------|--------|-------|-------------|---------|---------|---------|
|   | XII TAC | FR TAC | TOTAL |             | XII TAC | FR TAC  | TOTAL   |
|   | 12      | 3      | 15    | R/T         | 7-0-35  |         | 7-0-35  |
|   |         |        |       | Bldgs       | 6-0-7   | 0-1-0   | 6-1-7   |
|   |         |        |       | Tanks       | 5-0-0   |         | 5-0-0   |
|   |         |        |       | HDV         | 4-0-14  |         | 4-0-14  |
|   |         |        |       | AFV         | 0-0-16  |         | 0-0-16  |
|   |         |        |       | Guns        | 0-0-4   |         | 0-0-4   |
|   |         |        |       | Bridges *   |         | 1-0-1   | 1-0-1   |
|   |         |        |       | Rail cuts * |         | 1       | 1       |
| SOURCES   |         |        |       | LOSSES      |         |         |         |
|   | XII TAC | FR TAC | TOTAL |             | Lost    | Damaged | Missing |
| F/B   | 58      | 38     | 96    | XII TAC     |         | 4       |         |
| Tac/R   | 10      |        | 10    | FR TAC      | 1       |         | 1       |
| P/R   | 2       |        | 2     | Total:      | 1       | 4       | 1       |
| Total:  | 70      | 38     | 108   |             |         |         |         |
| TONNAGE: GP   | 34.0    |        |       |             |         |         |         |
| Frag  | 2.1     |        |       |             |         |         |         |
| Total:  | 36.21   |        |       |             |         |         |         |
| * LOCATIONS: 1 Rail cut at BIERBEACH.<br>Canal bridge destroyed at W-234081.<br>Highway bridge damaged at W-792209.         |         |        |       |             |         |         |         |
| XII TAC: 1 P-47 damaged Cat 1, due to combat.<br>1 P-47 damaged Cat 1, due to flak.<br>2 P-47's damaged Cat 2, due to flak. |         |        |       |             |         |         |         |
| FR TAC: 1 P-47 crashed, Cat 3.<br>1 P-47 missing, cause unknown.  |         |        |       |             |         |         |         |
| +2nd Bomb Wing<br>No missions flown due to weather.   |         |        |       |             |         |         |         |
| XII TAC<br>415 Night Fighter Sq - Night 7/8 Jan.<br>No missions flown due to weather.                                       |         |        |       |             |         |         |         |
| 50 Group<br>No missions flown due to weather.   |         |        |       |             |         |         |         |
| 371 Group<br>No missions flown due to weather.  |         |        |       |             |         |         |         |

CONFIDENTIAL

## CONFIDENTIAL

324 Group - (4 missions, 40 sorties).

40 P-47's gave close support to the US 7th Army, attacking vehicles and towns. Total of 18.5 tons of GP bombs dropped on targets.

Claims: M/T 3-0-5, Bldgs 6-0-6.

Losses: Nil. Damaged: 1 P-47 Cat 1, flock.

Times up: 0800, 0830, 0840, 1150.

Times down: 1000, 1020, 1005, 1330.

358 Group - (2 missions, 18 sorties).

6/6 P-47's gave close support to the US 7th Army, no targets attacked due to being jumped by M/T. Time up 0907, time down 1047.

12/12 P-47's conducted A/R in the PIRLSER S, BUNCH and LAIDAU areas. Time up 0915, time down 1120.

Total tonnage: 8.5 GP bombs and 2.21 of Frags.

Claims: M/T 4-0-0, Tanks 5-0-0, HDV 4-0-14, AFV 0-0-16, Guns 0-0-4, Bldgs 0-0-1.

Losses: 2 P-47's damaged Cat 2, flock.

1 P-47 damaged Cat 1, in combat.

E/A: At 1000 hours, 10,000 feet, over P-2015, 13 FV-190's made one pass at P-47's, 1/4 given chase, but not overtaken.

FIRST FRENCH AIR CORPS3 Group - (2 missions, 26 sorties).

18/18 P-47's conducted an A/R in the WIEBACH, BIEBACH area. Targets were mainly rail movements and bridges. Time up 1315, time down 1620.

8/8 P-47's gave close support to the US 7th Army. Main target attacked was a highway bridge at V-792209. Time up 1135, time down 1345.

Total tonnage: 15 Gt.

Claims: Rail cars 1 at BIEBACH, Bridges 1-0-1 (Canal bridge destroyed at V-235081, and highway bridge damaged at V-792209), Bldgs 0-1-0.

Losses: 2 P-47's (1 P-47 missing and 1 P-47 crashed, Cat 3).

4 Group - (1 mission, 12 sorties).

12/12 P-47's D/B a road at KESSEL (V-9271). Time up 1155, time down 1325.

Results not observed.

Claims: Nil. Losses: Nil.

11/0 P-47's dispatched to escort M/B, but returned to base due to weather and also the fact that M/B aborted mission. Time up 1250, down 1400.

31 and 34 Group

53/0 B-25's dispatched and became airborne, but returned to base before crossing bomb line due to weather. Time up 1150, down 1245-1320.

1 Group

11/0 Spits dispatched for fighter sweep, but circled base and landed due to weather. Time up 1310, time down 1340.

Observations: No activity on R/R line between PIRLSER S and LAIDAU. Little activity in LAIDAU M/Y. Bridge at V-997705 is out. Heavy artillery fire all around V-925710.

FLAKXII TAC

Moderate heavy at Q-7355 and R-1841.

Scant heavy at V-9560 and Q-7653.

Intense light at Q-9146.

Moderate light at Q-7355, R-1841, and GEMERSHEIM.

Scant light at V-9062, V-9560, Q-9553, and WISSEBURG.

FR TAC

Heavy, accurate scant at V-925710 and V-900610.

Light accurate scant at V-925710.

Light accurate intense between V-001705, and V-005750.

Heavy moderate accurate at V-792209.

Heavy intense accurate at V-7730, V-7623, and V-5459.

## CONFIDENTIAL

## G. A. F. ACTIVITY

XII TAC: E-2015 - 13 FW-190's, 1000 hours, 10,000 feet, made one pass and kept going, unable to be overtaken.

Reported from 45 Div: 1 twin Jet, 1316 hours, dropped 2 bombs-(1 anti-personnel at Q-852721, 1 delayed action at Q-509299). Estimated speed 600 miles plus per hour. Not engaged by An.

Reports from Y service (Pomer): 0912 0919-a/c homing. 0957-1128-Fighter a/c, several flares, area L-227. 1059-1111-Fighter a/c area approximately E-5278. 1133-1153-Fighter a/c. 1241-1306-Rocce a/c area KARLSRUHE. 1359-1401-Undertified a/c.

No sightings by other Air Forces.

9th AF

No operations due to weather.

2nd EAF

Night 7/8 Jan -(13 sorties).

11 a/c on A/R in battle area.  
2 a/c on Fighter operations.  
Claims: Nil. Losses: Nil.

Day 8 Jan.

No operations due to weather.

R. A. F.

Night 7/8 Jan -(total sorties 749/172).

216/191 MUNCH (T-35), 1161 tons HE, NEO.  
439/390 MUNCH. 1013 tons IB, NEO.  
54/51 HADDER (X-32), 67.3 tons HE, NEO.  
18/18 NUREMBERG (C-46), 20.9 tons HE, NEO.  
12/12 HADDER (X-37), 13.5 tons HE, NEO.  
10/10 on Intruder patrols.  
Claims: Nil. Losses: 15 a/c, cause unknown.

8th AF

Total sorties 965.

Bombers 736/597 - Fighter escort 229.

77/36 WEISSBURG (T-35), communications, 105 GP, 25 IB, NEO.  
79/37 PYLLEBURG, communications, 100.5 GP, NEO.  
39/24 SCHWENGLER (L-23), communications, 69 GP, NEO.  
39/37 SPERCHER, communications, 107.5 GP, NEO.  
35/33 MACHILLER, communications, 82.5 GP, NEO.  
38/29 LUNEBACH (L-07), communications, 72.5 GP, NEO.  
30/25 STADTKILL (L-19), communications, 70.3 GP, NEO.  
21/14 WITTLICH (L-35), communications, 37.5 GP, NEO.  
31/29 OEDLER, communications, 77.8 GP, NEO.  
30/18 CLERS, communications, 48.3 GP, NEO.  
31/31 BURG/REULAND, communications, 82.5 GP, NEO.  
32/31 DUSEBURG (A-86), communications, 75.3 GP, NEO.



THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

65/65 SPEYER-(B-48), R/R center, 181.5 GP, 16.5 IB, NEO.  
131/131 FRANKFURT-(B-67), R/R center, 192 GP, 65 IB, NEO.  
37/36 OLZEY bridge, 105.5 GP, NEO.  
12/12 KOBLENZ-(L-89), R/R center, 35.7 GP, NEO.  
9/9 Unidentified targets of opportunity, 18 GP, 1.5 IB, NEO.  
229 a/c gave escort.  
Claims: Nil. Losses: 34 bombers-(cause unknown), no fighters.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

- 4 -

C O N F I D E N T I A L

THIS PAGE IS UNCLASSIFIED

|  |   |  |
|--|---|--|
| 12/12  | a/c bombed bridge at R-3528, 3 near misses.   |  |
| 7/7  | a/c bombed barges at R-549770, and town of SPEER (R-46), HQ.  |  |
| 12/12  | a/c tow A/R in NEUMUNSTER, HOMBURG, NEUSTADT areas. 14 x 500 and 7 x 100 bombs dropped on M/Y's at R-286635-(LAMP) and R-304838. M/Y damaged.   |  |
| Observations:  | NEUSTADT M/Y had 50 boxcars and loaded coal cars. No  |  |
| Losses:  | no snow on cars. 20 plus boxcars in M/Y at HASSTATT. Practically no activity along Rhine. Light 10 x 25 foot barges stationary without cargo on West side of Rhine at R-5335.   |  |
| Claims:  | M/R cars 12-0-0, BIDGE 7-0-0, M/Y 0-0-1 at NEUSTADT.  |  |
| Losses:  | NIL. Damaged: 1 R-47 Cat 2, flak. E/A: NIL. Tons: 10 GP.  |  |
| Times up   | Times over target Times down  |  |
| 1434   | 1445 1506   |  |
| 1321   | 1335 1520   |  |
| 1240   | 1250 1506   |  |
| <hr/>  |   |  |
| 324th GP - (19/19 P-47's, 2 close support and 1 A/R mission)-aborted at SAARBURG due to weather. |   |  |
| 7/7  | a/c dropped 14 x 500 on M/Y at HASSTATT. 100 boxcars in M/Y at time of attack.  |  |
| 12/12  | a/c dropped 24 x 500 on town of WEISSETHIM (R-1094), HQ.  |  |
| 8/0  | a/c aborted A/R at SAARBURG due to weather. 16 x 500 jettisoned at 0-2823.  |  |
| Observations:  | NIL.  |  |
| Claims:  | M/R cars 6-0-3, BIDGE 2-0-0.  |  |
| Losses:  | NIL. Damaged: 1 R-47 Cat 1, flak. E/A: NIL. Tons: 9.5 GP.   |  |
| Times up   | Times over target Times down  |  |
| 1315   | 1505 1530   |  |
| 1320   | 1435 1505   |  |
| 1345   | 1445 1515   |  |
| <hr/>  |   |  |
| 358th GP - (35/35 P-47's, 4 missions close support, and A/R).                                    |   |  |
| 9/9  | a/c bombed and strafed towns at R-125045 and R-2014, HQ. Also bombed and strafed R-2213. 3 heavy gun positions, exact locations unknown. 1 destroyed and 2 damaged. 1 light gun position damaged at R-1508.   |  |
| 7/7  | a/c were jumped at 1540 hours at BISCHWILLER (R-1118) by 10 ME-109's with fixed tail wheels, white spinners, black stripes, underside of fuselage light blue. E/A attacked R-47's at 9,000 foot while 10 plus ME-109's stayed at 15,000 foot and circled. All R-47's jettisoned bombs at R-1118 for attack. After dog-fight E/A went East into overcast at 9,10,000 foot. Claim 5 ME-109's destroyed. No losses, but 2 of our planes Cat 1 and Cat 2 damages. |  |
| 11/11  | a/c attacked HASSTATT M/Y, damaging it, and also bombed M/Y at BADEN-BADEN.   |  |
| 8/8  | a/c bombed M-R at AICHE, and then bombed M/Y at R-8854. Observations: South of LAMM roads frequently used, snow frequently cleared. Airdrome at GERSHHEIM appeared unused. Claims: E/A in air 5-0-0, M/R cars 20-0-0, Guns 1-0-3, BIDGE 4-0-0, M/Y 0-0-2. (HASSTATT and R-8854). Losses: NIL. Damaged: 2 R-47's Cat 1, flak. 1 R-47 Cat 1, combat. Tons: 17.95 GP.  |  |
| Times up   | Times over target Times down  |  |
| 1306   | 1350-1430 1520  |  |
| 1435   | 1545 1615   |  |
| 1447   | 1600 1658   |  |
| 1310   | 1335-1430 1515  |  |

COPIES OF THE

## CONFIDENTIAL

50th Gp -(31/31 P-47's, 2 close support and 1 A/R mission).

12/12 a/c D/B R/R bridge at R-3528, 3 near misses.

7/7 a/c bombed barges at R-549170, and town of SPEYER (R-48), NRO.

12/12 a/c flew A/R in NEUSTADT, ROMBURG, NEUSTADT areas. 14 x 500 and 7 x 100 bombs dropped on M/Y's at R-286835-(LANTAU), and R-304838. M/Y damaged.

Observations: NEUSTADT M/Y had 50 boxcars and loaded coal cars. No locos, no snow on cars. 20 plus boxcars in M/Y at RASTATT. Practically no activity along Rhine. Eight 10 x 25 foot barges stationary without cargo on East side of Rhine at R-5385.

Claims: R/R cars 12-0-0, Bldgs 7-0-0, M/Y 0-0-1 at NEUSTADT.

Losses: Nil. Damaged: 1 P-47 Cat 2, flak. E/A: Nil. Tons: 10 GP.

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1434     | 1545              | 1645       |
| 1321     | 1545              | 1520       |
| 1240     | 1545              | 1506       |

324th Gp -(19/19 P-47's, 2 close support and 1 A/R mission-(aborted at SAARBURG due to weather).

7/7 a/c dropped 14 x 500 on M/Y at RASTATT. 100 boxcars in M/Y at time of attack.

12/12 a/c dropped 24 x 500 on town of FREISENHEIM (W-1094), NRO.

8/0 a/c aborted A/R at SAARBURG due to weather. 16 x 500 jettisoned at Q-2823.

Observations: Nil.

Claims: R/R cars 6-0-3, Bldgs 2-0-0.

Losses: Nil. Damaged: 1 P-47 Cat 1, flak. E/A: Nil. Tons: 9.5 GP.

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1315     | 1505              | 1530       |
| 1320     | 1435              | 1505       |
| 1345     | --                | 1445       |

358th Gp -(35/35 P-47's, 4 missions close support, and A/R).

9/9 a/c bombed and strafed towns at R-125045 and R-2014, NRO. Also bombed and strafed R-2313. 3 heavy gun positions, exact locations unknown, 1 destroyed and 2 damaged. 1 light gun position damaged at R-1508.

7/7 a/c were jumped at 1540 hours at BISCHWEILER (R-1118) by 10 ME-109's with fixed tail wheels, white spinners, black stripes, underside of fuselage light blue. E/A attacked P-47's at 9,000 foot while 10 plus ME-109's stayed at 15,000 foot and circled. All P-47's jettisoned bombs at R-1118 for attack. After dog-fight E/A went East into overcast at 9-10,000 foot. Claim 5 ME-109's destroyed. No losses, but 2 of our planes Cat 1 and Cat 2 damages.

11/11 a/c attacked RASTATT M/Y, damaging it, and also bombed M/Y at BADEN-BADEN.

8/8 a/c Roccoed N-E of BITCHE, and then bombed M/Y at R-8854.

Observations: South of LANTAU roads frequently used, snow frequently cleared. Airdrome at GERSHEIM appeared unused.

Claims: E/a in air 5-0-0, R/R cars 20-0-0, Guns 1-0-3, Bldgs 4-0-0, M/Y 0-0-2 (RASTATT and R-8854).

Losses: Nil. Damaged: 2 P-47's Cat 1, flak, 1 P-47 Cat 1, combat, Tons: 17.95 GP. and 1 P-47 Cat 2, flak.

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1306     | 1350-1430         | 1520       |
| 1435     | 1545              | 1615       |
| 1447     | 1600              | 1658       |
| 1310     | 1335-1430         | 1515       |

371st Gp -(22/22 P-47's, 2 A/R missions-(1 aborted N-W of STRASSBURG, weather).

12/12 a/c dropped 24 x 500 on 40 boxcars at R-2545, 10 direct hits.

10/10 a/c bombed 1 loco and 55 boxcars at R-276037, 5 direct hits;

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 9

Period 081500 to 091800

| MISSIONS       |               |              |
|----------------|---------------|--------------|
| <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |
| 18             | 5             | 23           |
| <u>SORTIES</u> |               |              |
| <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |
| Ftrs           | 8             | 8            |
| F/B            | 107           | 123          |
| Tac/R          | 4             | 6            |
| P/R            | 3             | 3            |
| Weather        | 2             | 2            |
| Total:         | 114           | 142          |

| CLAIMS         |               |              |
|----------------|---------------|--------------|
| <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |
| M/a in air     | 5-0-0         | 5-0-0        |
| R/R cars       | 54-0-23       | 54-0-23      |
| M/T            | 1-0-0         | 1-0-0        |
| Rd bridge *    | 1-0-0         | 1-0-0        |
| R/R cuts *     | 1             | 1            |
| Bl'dgs         | 13-0-0        | 13-0-0       |
| M/Y *          | 0-0-3         | 0-0-3        |
| Rd block *     | 2             | 2            |
| Guns           | 1-0-3         | 1-0-3        |

| LOSSES      |                |                |
|-------------|----------------|----------------|
| <u>Lost</u> | <u>Damaged</u> | <u>Missing</u> |
| XII TAC     | 7              |                |
| FR TAC      | 2              | 5              |
| Total:      | 2              | 12             |
|             |                | 0              |

\* Locations: Road bridge-1-0-0 at V-792209.  
R/R cut-1 at R-2504.  
M/Y-NEUSTADT, HASLANT and R-3845.  
Road block-at V-792209.

XII TAC: 4 P-47's Cat 1, flak.  
1 P-47 Cat 1, combat.  
2 P-47's Cat 2, flak.

FR TAC: 1 P-47 Cat 3, takeoff, pilot safe.  
1 P-47 lost, flak, no chute seen. Plane crashed at V-3764. Pilot Sgt. Chef Basson Pierre missing.  
5 P-47's Cat 1, flak.

42nd Bomb Wing  
No operations due to weather.

XII TAC  
415 Night Fighter Sq - Night 8/9 Jan.  
No operations due to weather.

CONFIDENTIAL

Observations: Large ferry barges on West side of Rhine at R-152116.  
 100 boxcars in EUHL R/V. 1 large fire at GEMERSHEIM at 1435 hours.  
 Claims: R/R cars 16-0-20, P/R cuts 1 at R-2504.  
 Losses: Nil. Damaged: 1 P-47 Cat 1, flak. Tonnage: 11 GP.

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1305     | 1335-1515         | 1545       |
| 1335     | 1420              | 1510       |
| 1342     | --                | 1517       |

Prov Rocco Gp --(7/7 a/c, 5 missions).  
 4/4 a/c flew 2 Tac/R missions.  
 3/3 a/c flew 3 P/R missions.

FIRST FRENCH AIR CORPS1st Group

8/8 Spitfires on Fighter Sweep over STRASBURG, SOULTZ, North of RASTATT,  
 FREIBURG  
 Observations: Nil. Claims: Nil. Losses: Nil.

4th Group

15/15 P-47's flew 2 close support missions, dropping 23 x 500 GP bombs on  
 road bridge at V-792209, destroying bridge and effecting 2 road blocks  
 Observations: Villages of ROSSFELD and HERBSLEIM on fire. No activity  
 on secondary roads around RHEINAU.  
 Claims: Road bridge at V-792209. Road blocks 2 at V-792209, M/T 1-0-0.  
 Losses: 1 P-47 Cat 3, take off, pilot safe, and 1 P-47 lost, flak, no  
 chute seen, crashed at V-8764 - Pilot, Sgt Chef Basson Pierre missing.

3rd Group

No missions - airframe unserviceable.

2/33 Tac/R Sq.

4/4 a/c flew 2 missions. 1 visual rocco and 1 weather rocco in MARLESHEIM,  
 NEU-REISACH, EISENHOF and OBERLÄR areas.  
 Observations: Nothing to report due to weather.  
 Claims: Nil. Losses: Nil.  
 E/A: At 1510 hours 20 ME-109's seen flying S-E at 10,000 feet near  
 MULHOUSE. No contact made.

WESTERN FRENCH AIR FORCE

No operations.

GERMAN AIR FORCE ACTIVITY - 9 Jan.

Reported by French: at 1510 hours 20 ME 109's seen by reconnaissance planes flying  
 Southeast near MULHOUSE. No contact made.  
 Reported by XII TAC: At 1540 hours 10 ME-109's jumped 7 P-47's of 358th Group over  
 R-1118. E/A attacked from 15,000 feet engaging P-47's at 9,000 feet. 10 plus  
 ME-109's stayed at 15,000 feet and circled. The attacking ME-109's had white  
 spinners, black stripes, underside of fuselage were a light blue color. Heavy  
 flak broke up formation. E/A went East after the dog-fight into overcast at  
 9,000 to 10,000 feet.  
 Claims: 5 ME-109's destroyed. Our a/c were holed, but only 1 Cat 1 from combat,  
 and 1 Cat 2 damage from flak.  
 Reported by Peepor: From 1436-1559, fighter activity reported in RA3TATJ area.  
 Our planes sighted by E/A at 1516 at R-1118. 15 to 20 E/A airborne during  
 this period.

CONFIDENTIAL

CONFIDENTIAL

9th AF

Night 8/9 Jan.

Nil, due to weather.

Day 9 Jan. - (37/15 Bombers).

18/15 ANNUNCIATOR (R.15)\*, R/R bridge, 29 tons, IRO. \* 1st TACAF target.

19/0 Other targets, aborted due to PTF failure.

Claims: Nil. Losses: 1 a/c, MYR.

9th TAC

No operations, due to weather.

19th TAC

24/24 P-38's escorted bombers. no incident.

Claims: Nil. Losses: Nil.

29th TAC

No operations, due to weather.

Rocco

13/2

2 TAF

Night 8/9 Jan.

Nil, due to weather.

Day 9 Jan.

5/3 P/R

Claims: Nil. Losses: Nil.

RAF BOMBER COMMAND

Night 8/9 Jan.

1 Weather Rocco.

Day 9 Jan. - 14

12 Escort to Coastal.

2 Air sea rescue.

Claims: Nil. Losses: Nil.

RAF BOMBER COMMAND

Night 8/9 Jan.

No operations, due to weather.

Day 9 Jan.

No operations, due to weather.

8th AF

Night 8/9 Jan.

No operations, due to weather.

Day 9 Jan.

No operations, due to weather.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

ADDITIONAL G. A. F. ACTIVITY

From G-Air, 6th Army Group: At 1545 hours 2 ME-109's dropped fragmentation bombs at DANNEMARIE and ALTEBROCH, then flew over sector of the 1st French Armored Division at the altitude of 4500 feet.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

Period 091800 to 101800

Time down  
0952



## CONFIDENTIAL

87/87 P-47's gave close support to the US 7th army. Targets attacked were enemy concentrations at V918748, towns of WILLENWESE (W017697) FREISLATT (R1507), tank concentration at W070460 and in woods at V981

| Time up | Time down |
|---------|-----------|
| 1430    | 1655      |
| 1444    | 1620      |
| 1416    | 1253      |
| 0835    | 1029      |
| 0821    | 1015      |
| 1148    | 1338      |
| 1156    | 1338      |

Tonnage: 34 GP plus 1.6 VP.

Claims: Locos 2-0-0, R/R cars 8-0-24, M/T 15-0-20, Supply dump 0-0-1 (Q836632) tank, C-5, Blage 45-0-9, HDV 4-0-0, Rail cuts 2 (Q835, W070460) and Blacks 1 (FREISLATT)

Losses: 2 P-47's out 3 due to small arms fire

1 P-47 out 1 out of control, 1 out of control

Damaged: 1 P-47 out 2 due to flak, 2 P-47's out 1 due to flak.

E/A : 30 ME109's reported over E/T in BITCHE area at 1610 hours. Not re Observations: Artillery fire going into area V9370 and being fired from the SW.

9 Locos with steam up in M/Y at OFFENBURG.

At MARTENSTEIN (L8635) 3 trains, (3 trains with 70 cars going E, 1 train with 70 cars going W, cars loaded, but snow cover 1 loco and 40 cars going W at Q8894.

At Q819697 - 1 large building, slit trenches, and enemy troops around bldg.

At Q842606 - tunnels in hills around supply dump.

5 red parachutes at 1000 ft - V937005.

### 324th Group (3 missions. 22 sorties)

29/29 P-47's gave close support to the 7th US Army. Targets attacked were gun positions at Q857694, ammo dump and targets directed by controller.

| Time up | Time down |
|---------|-----------|
| 1310    | 1525      |
| 1325    | 1525      |
| 1340    | 1525      |

Claims: Locos 0-0-4, R/R cars 0-0-10, Ammo dump 1-0-0 (R290649) Blage 9-0-1, Rail cuts 1 (R2655)

Losses: 1 P-47 missing due E/A at R3243

1 P-47 out of control take off.

E/A : Flight of 3 P-47's going E at 1445 hrs, 9000 ft at R3243, bounced by 1 ME109's. E/A had elliptical wings and nacelles protruded behind the wings. E/A was black with no markings and going 375 miles per hr. Our loss 1 P-47.

2 P-47's W of FREISLATT 1420 HRS at 7000 ft going E. 9 P-47's gave chase but could not catch.

Just S of WILLENWESE a/c with swept back wings sighted. 2 Jet units close to fuselage. a/c left single smoke trail and was going S at 20000 ft. a/c joined other Jet a/c and turned E.

At 1445 hrs observed 30 plus ME109's, some with clipped wing tips other round between KISSEBURG and BITCHE. E/A was going SW at 7500 ft. Flight of 12 P-47's turned into E/A, who turned NW. E/A too far away to follow.

Observations: East side of Rhine, 10 miles S of STRASSEDURG, mounds of earth that may be gun placements.

Tonnage: 14.5 GP

C O N F I D E N T I A L358th GROUP ( 8 missions - 91 sorties)

10/10 P-47's D/B supply dump at Q728739. Dropped 18X500 GP, 3 X260 frags, and 6 X100 WP. Good results.

Time up  
1245

Time down  
1445

12/12 P-47's D/B bridges at REIGEL. 8X500 aimed at concrete bridge (W0150) no hits, but made a rd block on N APPROACH. 8X500 and 4 X260 on R/R bridge at W0150 (REIGEL) good results, bridge destroyed.

Time up  
1307

Time down  
1520

33/33 P-47's gave close support to the US 7th Army. Targets attacked were tank concentration at V985555, and W0746 and the town of RIMLING.

Time up  
1540  
0840  
1005

Time down  
1710  
1050  
1139

36/36 P-47's conducted A/R in the OFFENBURG, GINGENBACH (W2179) RAXWEILLER PIRMASENS, HAGENAU AND RASTATT area. Targets were M/Y at OFFENBURG, and RASTATT, gun positions at RASTATT, storage dump at Q916720.

Time up  
0833  
1250  
1540

Time down  
1042  
1458  
1728

Tonnage: 45 GP, 5.98 frags, and 2 WP.

Claims: Loco 0-0-2, R/R cars 10-0-132, M/T 14-0-7, Tanks 2-0-12, Guns 0-0-3, Storage dump 1-0-0 (Q916720) Supply dump 1-0-0 (Q728739) Bldgs 11-0-8, R/R bridge 1-0-0 (W0150) M/Y 0-0-2 (OFFENBURG AND RASTATT) Rail cut 1 at (RASTATT) Rd block 1 at (W0150)

Losses: NIL

Damaged: 3 P-47's cat 1 due to flak.

E/A : 1 Jet and 8 unidentified a/c at 15000 ft in the BISCHWEILLER area at 1400 hrs. Jet a/c seemed to be spitting for other a/c. When flight of 12 P-47's approached, all a/c went E, therefore they were assumed to be E/A by this action. 10 plus probable E/A because of their formation and actions at W 8585, 8000 ft at 1120 hrs, going East. Probable E/A turned N and disappeared in clouds at approach of 12 P-47's.

Observations: At V998550, 1 pontoon bridge, at W051955, pontoon bridge. German equipment, tanks and M/T going S on secondary roads, approximately 4 miles E of PIRMASENS, in sections of 5 - 6 vehicles. Total not over 200.

371 GROUP ( 6 missions - 69 sorties)

21/21 P-47's dropped 15 parachute bags and 20 wing tanks in OBENHEIM (V967) 13 bags and 20 tanks believed to have landed in center of town, 2 bags landed 1 mile SSW of town.

Time up  
1446  
1205

Time down  
1534  
1321

48/48 P-47's gave close support to the US 7th army. Targets attacked were town town of RIMLING, enemy strong-point at Q633550, a tank concentration at W0746 and a supply dump at R564456.

Time up  
1432  
1355  
1040  
1306

Time up  
1544  
1610  
1228  
1445

Tonnage: 24 GP, 1.8 WP.

Claims: Tanks 5-0-2, M/T 2-0-0, Supply dump 0-0-1 (R564456) Bldgs 0-0-6, Rail cuts 1 (W2272)

Losses: NIL Damaged: NIL E/A: NIL

Observations: Several camouflaged gun positions 1/2 to 1 mile S of RIMLING. 20-30 barrage balloons over lake at R4307, 3500 ft. 1 Loco and 200 cars in M/Y at OFFENBURG. 1 large fire, black smoke in woods at R5145, 13335 hrs.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIALProv Reggio Gp ( 4 missions - 7 sorties)

6/6 a/c conducted 3 missions on Tac/R.

1/1 a/c conducted 1 mission on P/A.

Claims: E/A in air 2-0-0. Losses: NIL

E/A : 2 of our a/c were flying a Tac/R when they sighted 2 ME109's at 100 ft flying NE 5 miles E of RASTATT at 1540 hrs. Bounced ME109's and destroyed both of them. E/A were grey, with 2 white stripes just below stabilizer.

FIRST FRENCH AIR CORPS1 GROUP ( 3 missions - 3 sorties)

31/31 Spits conducted 3 sweeps in the SELTZ, N of BASLE, FREIBURG, SELESTAT, GERMER, STRASBOURG, HAGELAU, WISSENBURG area.

Time up

0945

1330

1500

Time down

1100

1510

1640

Claims: NIL

Losses: NIL

E/A : 1 single engine a/c at 1400 hrs, 30000 ft over HAGELAU going SE. Spits gave chase, but unable to overtake.

4 Group ( 1 mission - 12 sorties)

12/12 P-47's bombed alternate target, R/R between V650186 and V648135.

Dropped 24X500 with good results.

Time up

1330

Time down

1430

Tonnage: 6 GP

Claims : Rail cuts 5 (3 at V650186, 1 at V647156 and V647138), Bldgs 3-0-0.

Losses : NIL

Damaged: NIL

E/A : NIL

2/33 Sq. (2 missions - 4 sorties)

4/4 a/c conducted Tac/R in the MULHOUSE, RHINE, STRASBOURG, COLMAR, BASLE and CHAMPELLE area.

Claims: NIL

Losses: NIL

E/A : NIL

Observations: No rd activity E of RHINE.

WESTERN FRENCH AIR FORCE : NO OPERATIONS.

French Flak: Heavy intense accurate at SAULTZ. Heavy, scant, inaccurate and moderate and moderate light, scant accurate at V6319.

XII Tac flak report: Intense, heavy at SELTZ and W0746 Moderate heavy at SELTZ, BICHE, V6651, W1035, Q7374 and R2219.  
Scant heavy at WISSENBURG, LINDAU, BICHE, KARLSRUHE, Q8574, W1047, Q0542, V9868, V9382, W1141, W0250, Q7650, Q7369, R304, R1856, Q6356.  
Intense light at RASTATT, Q9894, W0746, Q8368, Q7374, R4307, R2965, Q6555, V9072.  
Moderate light at OFFENBURG, Q8693, V8651, V9855, W0548, Q7645, Q8753, W0250, R3570.  
Scant light at OFFENBURG, LINDAU, Q 6555, V 9773, Q6335.

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

9TH A.F.

Night 9/10 Jan

No operations due to weather.

Day 10 JanIX Bomber

38/0 a/c on defensive patrols. 100th Bomb Group (M45) 100th Bomb Group (M45)

IX TAC

No operations due to weather.

XXIX TAC

No operations due to weather.

XIX TAC

Total sorties: 38/0

332/120 a/c on defensive patrols. 100th Bomb Group (M45) 100th Bomb Group (M45) supported 3, 8, 12, and 20th Corps, and escorted M/B.

43/41 a/c on Boccas.

Claims: M/T 184-0-62, Locos 1-0-1, R/R cars 4-0-105, Bldgs 23-0-8, Rail cuts 4.

Losses: 1 a/c due to flak

2ND T.O.I.F.

Night 9/10 Jan

No operations due to weather.

Day 10 Jan

Total sorties 2 (no other due to weather)

2/2 a/c on defensive patrols.

Claims: NIL Losses: NIL

7 A.F.

Night 9/10 Jan

No operations due to weather.

Day 10 Jan

No operations.

Night 10/11 Jan

Total sorties: 50

50 a/c MANUVER (X32)

1 a/c on defensive patrols. 100th Bomb Group (M45) 100th Bomb Group (M45) 100th Bomb Group (M45)

Claims: NIL Losses: NIL

8 A.F.

Total sorties: 1449

Bombers : 1119

Ftr escort : 160

F/B : 15 (operational) 100th A.F. For Summary: 1449

110/53 Ports on aircraft at COLOGNE (M45) 152.4 Fair.

115/52 Ports on aircraft at COLOGNE (M45) 94.2 Fair

117/53 Ports on aircraft at COLOGNE (M45) 111.7 Fair

116/98 Ports on aircraft at COLOGNE (M45) 151.1 Fair

63/31 Ports on COLOGNE/RODOLPHSBURG (M45) rd bridge, on the Rhine, 91.5 Fair

76/34 Ports on COLOGNE/RODOLPHSBURG (M45) rd bridge, 108, Poor.

70/10 Ports on COLOGNE/RODOLPHSBURG (M45) rd bridge, 27, Poor to fair.

- 5 -

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

72/52 Ports on COUGNE/BOHEMIELEIN (F45) rail bridge, 149, NRO  
 55/23 Libs on STEINBURG (F10) rd bridge, 61, NRO  
 64/70 Libs on SCHNEIDER (V05) rd bridge, 186, NRO  
 60/60 Libs on WAGGERS rd bridge, 156, NRO  
 50/20 Libs on DACHAU (F56) rd bridge, 53, NRO  
 11 Ports on STEINBURG (F10) bridge, 33, NRO  
 21 Ports on OBERSASSER bridge, 63, NRO  
 147/105 Ports on V/Y KARLSBURG (F44) 308, NRO to excellent.  
 8 Ports on W/Y FORT ST. MARY (F37) 15.3 NRO  
 63 Ports on W/Y GILBERT (F45) 136 NRO  
 8 Ports on BELLORE W/Y 14.2 NRO  
 12 Ports on W/Y WAGGERS (F14) 22.8 NRO  
 1 Lib on WAGGERS (F14) 1 NRO  
 87 a/c on targets of opportunity 224.4 NRO  
 160 Fighter escort  
 155 Fighters swept area off PATTERSON and attacked airfield there.  
 15 F/B attacked W/Y at NEUSIEDL. Dropped 3.4 ton frags, NRO (F53)  
 Claims: E/A in air 1-0-0, E/A on ground 2-0-0, Losses 0-0-2/1.  
 Losses: 57 bombers (18 to AA, 34 cause unknown and 5 cat E)  
 11 fighters, (3 cat E and 7 believed safe, 1 unknown)

G. A. F. ACTIVITY 10 JAN.

A total of 108 enemy sorties were reported in First TACAF area on 10 Jan 45, of which 66 were actual sightings. Three encounters took place resulting in two ME 109's destroyed for a loss of 1 P-47. One ME 109 was destroyed by flak.

The lone enemy aircraft which attacked our flight of 8 P-47's of the 324th Group was of an unidentified type and the flight of 30 plus ME 109's engaged between WIESSMUEBURG and BIEHE contained some with clipped wing tips, some with rounded. Except for the lone unidentified aircraft and the jets, all avoided combat.

Jet aircraft activity: A total of 19 jet aircraft were sighted, all probably ME 262's. Seven engaged in strafing and bombing of ground forces, one apparently engaged on reconnaissance, and 1 evidently scouting for other aircraft were all operating in the general vicinity of HAGELAU. The ten seen in the area of LINDAU seemed also to be scouting but from their action their mission could not definitely be determined.

CONFIDENTIAL

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 11

Period 101500 to 111500

| MISSIONS |        |       | CLAIMS        |        |       |
|----------|--------|-------|---------------|--------|-------|
| XII TAC  | FR TAC | TOTAL | XII TAC       | FR TAC | TOTAL |
| 1        | 1      | 2     | Factory       | 0-0-1  | 0-0-1 |
| SERIES   |        |       | LC 3525       |        |       |
| XII TAC  | FR TAC | TOTAL | Nil.          |        |       |
| F/B      | 4      | 4     |               |        |       |
| N/F      | 1      | 1     | TONNAGE: 2 GP |        |       |
| Total:   | 1      | 4     |               |        |       |

42nd Bomb Wing  
No operations due to weather.

XII TAC  
415 Night Fighter Sq - Night 10/11 Jan.  
1/1 Bearfighter flew 1 weather reconnaissance mission. Nothing to report.  
Claims: Nil. Losses: Nil.

ALL OTHER UNITS DID NOT OPERATE DUE TO WEATHER.

## FIRST FRENCH AIR FORCE

## 4th Group

4/4 P-47's flew 1 fighter bomber mission, bombing R/R station and train of 40 cars at HAUSAGE (M-335652) making 2 hits on station and 2 hits on factory 500 yards East of station, damaging it. 4 hits were also made on building 200 yards East of station. Big red explosion seen. Small hole in overcast over Black Forest permitted bombing.  
Observations: Nil. Claims: Factory 0-0-1. Losses: Nil.  
Tonnage: 8 x 500 GP (2 tons).  
Time up 1105, Time over target 1150, Time down 1220.

ALL OTHER UNITS DID NOT OPERATE DUE TO WEATHER.

## WESTERN FRENCH AIR FORCE

No operations.

2 TAF

No operations:

CONFIDENTIAL

9 AF

Night 10/11 Jan.

No operations.

Day 11 Jan.

9th TAC - (37/34).

18/17 Escort to Bombers.

15/13 Fighter Bombers D/B ammo dump at MAYEN (L-6192), dropping 4 tons of GP and 16 x 165 Napalm bombs.

4/4 Defensive Patrol in HANNOVER area.

Claims: 4/T 9-0-3, Bads 2-0-0, Ammo dump 0-0-1, R/R cars 13-0-30.

Losses: Nil.

19th TAC

No operations.

29th TAC

No operations.

Recce

8 a/c.

8 AF

No operations.

R. A. F.

Night 10/11 Jan. - (53).

49 Mosquitoes on HANNOVER (X-32), 68 tons, Good.

3 OULOGHE (P-45), ROSENZ (L-89), MANTHEIM (M-50), 5.5 tons.

1 Experimental.

Claims: Nil. Losses: Nil.

Day 11 Jan.

152/145 Lancasters on KREFELD (A-10) R/R center, 721 tons, YBO.

Claims: Nil. Losses: Nil.

G. A. F. ACTIVITY - 11 Jan.

No enemy aircraft were reported in the First TACAF area.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

CO SUM NUMBER 12

Period 111800 to 121800

| MISSIONS |        |         |       | CLAIMS      |        |         |       |
|----------|--------|---------|-------|-------------|--------|---------|-------|
| XII TAC  | FR TAC | F.A.A.F | TOTAL | XII TAC     | FR TAC | F.A.A.F | TOTAL |
| 1        |        | 1       | 2     | Supply dump | 0-0-1  |         | 0-0-1 |
|          |        |         |       | Bldgs       | 1-0-0  |         | 1-0-0 |
| SERIES   |        |         |       | LOSSES      |        |         |       |
| XII TAC  | FR TAC | F.A.A.F | TOTAL |             |        |         |       |
| F/B 8    |        | 2       | 10    | NIL         |        |         |       |

Tonnage: GP 5

Location of supply dump: SHAIDT (B-258505)

XII TAC

324 Gp ( 1 mission 8 sorties)

8/8 B-47's conducted an A/E in the COLMAR, RHINE, VALLEY, AND KARLSRUHE area. Target attacked was a supply dump at SHAIDT (B- 258505). 16X500 lbs. GP bombs dropped. Time up 1450, Time down 1615. Total tons - 4  
Claims: Supply dump 0-0-1 (B258505-) Bldgs 1-0-0  
Losses: NIL Damaged: NIL

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER

FIRST FRENCH AIR CORPS : ALL UNITS STOOD DOWN DUE TO WEATHER.

FRENCH ATLANTIC AIR FORCES

2/2 a/c attacked a small armed trawler in the ROBIEN area. Dropped one (1) ton with poor results. Claims: NIL Losses: NIL

2nd F.A.F.

Night 11/12 - Day 12 Jan:

NO OPERATIONS DUE TO WEATHER.

9th A.F.

Night 11/12 Jan:

NO OPERATIONS DUE TO WEATHER.

Day 12 Jan

6/6 a/c on reconnaissance.

Claims: NIL

Losses: NIL

(No other operations due to weather.)

8th A.F.

NO OPERATIONS DUE TO WEATHER.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



CONFIDENTIAL

R...F.

Night 11/12 Jan

NO OPERATIONS DUE TO WEATHER.

Day 12 Jan

Total sorties: 75

75/75 on BZCET sugar cane ponds. 129 tons fruit; satisfactory results.

Claims: 171

Losses: 3 a/c (cause unknown)

3. F. ACTIVITY - 12 Jan.

During the day 12 January there were 4 FW190's and 2 ME109's sighted in the First French Army Sector. There were no details, but at 1015 hours 4 FW190's were seen over GUEVILLER (L- 5196) and at 1415 hours, 2 ME109's were seen S of MUELDUSE, heading South at an altitude of 10,000 feet.

It was reported through another source that a twin engine aircraft was reported landing at STUTTGART 1420 - 1437 hours.

9th Air Force reports 1 Jet sighted at PRUM (L-13) at 1430 hrs. No contact.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

CO SUM NUMBER 13

Period 121800 to 131800

| MISSIONS |         |        |       | CLAIMS            |         |         |        |
|----------|---------|--------|-------|-------------------|---------|---------|--------|
|          | XII TAC | FR TAC | TOTAL |                   | XII TAC | FR TAC  | TOTAL  |
|          | 54      | 0      | 54    | E/a in air        | 0-0-1   |         | 0-0-1  |
|          |         |        |       | M/T               | 1-0-10  |         | 1-0-10 |
|          |         |        |       | Bldgs             | 15-0-4  |         | 15-0-4 |
|          |         |        |       |                   |         |         | 1-0-2  |
|          |         |        |       | R/R cars          | 8-0-24  |         | 8-0-24 |
|          |         |        |       | Supply dump       | 1-0-0   |         | 1-0-0  |
|          |         |        |       | Fuel dump         | 0-0-1   |         | 0-0-1  |
|          |         |        |       | R/R cuts          | 16      |         | 16     |
|          |         |        |       | Road block        | 2       |         | 2      |
|          |         |        |       | HDV               | 1-0-1   |         | 1-0-1  |
|          |         |        |       | Tanks             | 0-0-8   |         | 0-0-8  |
|          |         |        |       | Tunnels           | 0-0-3   |         | 0-0-3  |
|          |         |        |       | M/Y               | 0-0-2   |         | 0-0-2  |
|          |         |        |       | R/R control tower | 0-0-1   |         | 0-0-1  |
| LOSSES   |         |        |       |                   |         |         |        |
|          |         |        |       | Lost              | Damaged | Missing |        |
|          | XII TAC |        |       | 0                 | 6       | 0       |        |
|          | FR TAC  |        |       | 0                 | 0       | 0       |        |
|          | Total:  |        |       | 0                 | 6       | 0       |        |

\* LOCATIONS: Supply dump at Q733712, Fuel dump at H5645. R/R cuts (15) 3 at H041675, 2 at H134688, 2 at H303-836, 2 at H135689, 1 each at Q/27714, M1106, M186033, M120986, H3570, H17-92 and H177930. Road blocks (2) 1 at H1483, 1 at M1005. Tunnels 3 at H188910, H188717 and H200900. M/Y 2 at H3285 and NEUSTADT.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

XII TAC: 5 P-47's Cat 1 flak, and 1 P-47 Cat 1 bomb blast.

42nd Bomb Wing

No operations due to weather.

XII TAC

415 Night Fighter Sq - Night, 12/13 Jan.

No operations due to weather.

50th Group - (76/76 P-47's, 6 missions).

64/64 a/c flew 5 close support missions attacking supply dumps at ZWIEBRUCKEN (bombs fell short); M/Y at Q6976 (NEO); target of opportunity at Q731716 (destroying 3 bldgs); M/T parks at DOWSIDERS (Q9374) and BURGALBEN (Q9376), NEO; M/Y at Q944943, NEO; and HDV going South at Q811562, NEO.

12/12 a/c flew 1 fighter sweep in OFFENBURG, WISSENBURG, METTLINGEN, SAARBURG areas.

Observations: 3 locos with steam up in OFFENBURG M/Y. METTLINGEN (R53) WISSENBURG highway is cleared of snow and appears to be in use. Tremendous explosion, columns of red and white smoke seen at ZWIEBRUCKEN around noon.

M/A: Around 1510 hrs 1 ME262 not giving off smoke, sighted 10 miles N of SAVERNE. Around the same time a single silver P38 was seen to bounce a P47 20 miles S-W of SAARBURG. The P47 got away-no shots fired.

Claims: M/T Q-0-1, Bldgs 3-0-0. Losses: Nil.

Damaged: 2 P-47's Cat 1 flak. Tonnage: 22.5 GP and 1.55 WP.

Times up : 1429, 1502, 1124, 1133, 1114, 1449.

TOT : 1545, 1535, 1200, 1200, 1250, 1510.

Times down: 1649, 1721, 1324, 1351, 1322, 1520.

324th Gp - (97/97 P-47's, 10 missions).

74/74 a/c flew 8 D/B missions attacking the following targets: R/R bridge at R041675-no hits on bridge but rail cuts made W and N of bridge. Bldg racks and supplies at Q737712-direct hits causing 2 large explosions reddish brown smoke rising to 6,000 feet. R/R bombed at R3083 and R2350. R/R bridge at R134688-2 R/R cuts made and 12x500 in target area. R/R bridge at R041675-2 hits S of bridge.

16/16 a/c flew 1 fighter sweep STRASBURG, PIEMASSENS, DARMSTATT (M64).

7/7 a/c flew 1 close support mission against supply at R453689-all bombs fell W and S-W of target.

Observations: Airdrome at M5250 with 2 parallel black runways, 10 plus M/A on south end of runway-1 M/A taking off around 1540 hrs. Many black spots or craters, possibly rocket trails seen on ground pointing S and S-W in FRANKFURT area. Same condition of ground in open fields around DARMSTATT, and PIEMASSENS. Also observed were small narrow wooden structures in groups of 2 near black spots on the ground. The open end of these structures were facing S and S-W.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

E/A: One light brown a/c was seen going N-E, south of MANTHEIM at 1615 hrs. Flight of P-47's followed, but lost sight of a/c. Another a/c was seen going east 8 miles south of FRANKFURT at 1625 hrs. No contact. 1 ME 109 seen over Q6419 at 9,000 feet going W around 1630 hrs. 3 unidentified jet planes were seen flying N-W attacking flight of B17's near KAISERLAUTERN at 1240 hrs. They attacked B17 from above and after going below went straight up. 1 twin engine jet E/A in a glide pass going E, 8 miles N-E of SAVERNE at 14,000 feet at 1320 hours. 1 P-47 made pass at flight of 10 P-47's of 324th Dp W of SAVERNE around 1400 hrs. P38 did not fire and no claims are made.

Claims: Loco: 0-0-2, 2 cars 5-0-0, M/T 0-0-2, Supply dump 1-0-0 at Q7571, Bldgs 12-0-3, R/R cuts 10-(1 at Q727714, 2 at R134688, 2 at R303836, 2 at R134659, 3 at R041675), Road block at R1483.

Tonnage: 35 GP and 3 WP. Losses: Nil.

Times up : 1130, 1150, 1120, 1405, 0800, 0805, 1315, 1610, 1540, 0820.

TOT : 1150, 1215, 1230, 1440, 0905, 0910, 1405, 1640, 0905.

Times down: 1225, 1330, 1305, 1515, 0955, 1020, 1445, 1710, 1740, 1035.

358th Gp - (91/91 P-47's, 7 missions).

- 51/51 a/c flew 4 A/B missions in FIRMASSENS, KAISERLAUTERN, FISCHACH, HOCH-  
SPEYER, FORBACH, NEUSTADT. R/R bridge at R1792 bombed-no hits.  
Road bridge over R/R at R199900 attacked-no hits. R/R targets attack  
ed in above areas. Both ends of tunnel sealed at R188910.
- 28/28 a/c flew 2 close support missions attacking fuel dump at Q623737-good  
pattern. M/Y at NEUSTADT was 3/4 full-attacked-damaged and fires  
started. Bombs dropped on Q7741-(NRO) and Q7942-(NRO).
- 12/12 a/c flew 1 fighter sweep in STRASSBOURG, KARLSRUHE, SPEYER, FIRMASSENS  
areas.

Observations: GERMERSHEIM airdrome appears to be active. Railroad  
bridge at GERMERSHEIM appeared to have its rails knocked out. 40 to  
50 boxcars in HUNSBURG M/Y. 1 loco and 15 boxcars going E out of  
KARLSRUHE at 1445 hrs. 1 black trail going vertically up to 12,000  
feet N-E of KAISERLAUTERN at 1100 hrs. 8 bldgs seen at Q8774, pos-  
sible dump, ringed by bomb craters but none damaged. 200 boxcars in  
M/Y at NEUSTADT around noon.

E/A: 2 P-47's made a pass at flight of 12 P-47's of 358 Gp at 1130 hrs  
between NANCY and SAARBURG. They did not fire, came out of sun.  
Approximately half of the rudder was painted red on these a/c.

Claims: Loco 1-0-0, R/R cars 3-0-24, HDV 1-0-0, M/T 0-0-7, Tanks  
0-0-8, Bldgs 0-0-1, Tunnels 0-0-3, Rd block 1 at M109056, R/R cuts at  
M110068, M186033, M120986, R3570, R1792 and R177930; M/Y 0-0-2 at  
R3285 and NEUSTADT, R/R control tower 0-0-1.

Lessons: Nil. Tonnage: 53 GP, 5.72 Frags and .4 WP.  
Damaged: 3 P-47's, Cat 1 flak and 1 P-47 Cat 1 bomb blast.  
Times up : 1337, 1255, 0950, 1025, 1744, 1008, 1545.  
TOT : 1410, 1355, 1025, 1100, 1455, 1130, 1625,  
1520, 1430, 1120, 1150, 1555, 1145, 1710.  
Times down: 1545, 1515, 1150, 1215, 1621, 1225, 1740.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

371st Op - (63/63 P-47's, 6 missions).

21/21 a/c flew 2 D/B missions against boxcars at R2978-NH3, and AMTWELLER. Fuel dump at R564-456-5. Large fires and 2 explosions seen-dump damaged.

12/12 a/c on A/R to BUSCHWILDER, bombing barges.

12/12 flew top cover for P-47's flying supply drop and then bombed LEMBERG (Q7445) in friendly territory with 2x500 and 8x100. Controller target could not be found.

6/6 flew on supply drop, dropping 12 Parabombs to encircled friendly troops at RATTEN. Partially successful mission.

12/12 a/c flew 1 fighter sweep in STRASSBURG, DUBLINGEN, STUTTGART, WISSEN-BERG areas.

Observations: 10 E/a on airbase at SO910 at 1455 hrs. Field appears operational. Airbase at R3720 is operational but no E/a seen. M/Y at ZUSSENHUTTEN 1/2 seen. M/Y at FROCHEN 1/2 seen. At 1400 hrs. 20 M/T in convoy on R3720 going W, 2 with white panels (friendly identification). R3720 airbase appears active.

E/a: 2 ME262's seen at RATTEN just before supply drop was made. 1 E/a was on deck and 1 at 5,000 feet. 1 E/a was light blue and silver, other was dark blue. E/a and P-47's engaged, but no claims. E/a were fast, but P-47's could turn inside of them. Short round smoke puffs when jet a/c had power on. No contrails seen. E/a flew off after a couple of passes. 2 ME262's appeared 10 miles W of RASTATT at 1635 hrs. 1 e/a making pass at flight of 12 P-47's. Our flight turned into ME-262's, but E/a broke away. E/a was at 13,000 feet. 2 E/a, believed ME-262's, going S-W at 1500 hrs at 3-4,000 feet. No contact.

Claims: M/T 1-0-0, Barges 0-0-1, HDV 0-0-1, Fuel dump 0-0-1 at R5645.

Losses: Nil. Tonnage: 21.75 GP, 1.15 WP.

Times up : 1509, 1115, 1135, 1135, 1515, 1403.

NOT : 1555, 1145, 1215, 1215, 1545, 1445.

Times down: 1635, 1310, 1315, 1315, 1645, 1935.

Times down: 1702, 1340, 1345, 1345, 1715, 1620.

Prov Rocce Op - (39/39 a/c, 24 missions).

22/22 a/c flew 11 Tac/R missions.

17/17 a/c flew 13 F/R missions.

E/a: At 1240 hours 2 ME-262's were seen flying W at 7,000 feet E of KARLSRUHE. 2 Mustang F 6's attacked, but only 1 E/a damaged in encounter. E/a apparently were out to encounter bomber formation in that vicinity. At 1250 hrs 1 ME-262 seen E of KARLSRUHE. 2 Mustangs chased E/a to RATTEN (M8772). No contact. 1 Jet E/a seen going E at 9,000 feet at Q9758 at 1430 hrs no contact.

Claims: E/a in air 0-0-1. Losses: Nil.

1st French Op - 15/15 Spitfire flew 1 fighter sweep in 7th Army battle area. Baggage reported Jet a/c not seen. Claims: Nil. Losses: Nil.

FIRST FRENCH AIR CORPS: No operations due to weather. WFAF: No operations.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L6TH A.F.Day 13 Jan - (958 Bombers - 392 Ftr. Ftr.)

73/71 Forts on CHILDSBERG RR bridge, 212, NRO.  
 78/76 Forts on MARSDEN \* Hg'way & RR bridge, 228, NRO.  
 164/159 Forts on MAXIMILIANSAU RR bridge, 477, NRO.  
 77/31 Forts on MAINZ (M5) RR bridge, 61, NRO.  
 147/119 Forts on MAINZ-KATZBERG RR bridge, 238, NRO.  
 143/119 Forts on BISCHMILIM (M5) RR center, 294.5, Fair.  
 0/74 Forts on MAINZ, RR center, 160.5, NRO.  
 92/86 Libs on NORMS \* RR bridge, 235, Very good, (M1)  
 89/87 Libs on KARSERLAUTERN \* (R09) EINSIEDLERHOFF, RR center, 248.7, NRO.  
 95/19 Libs on RUDENBURG RR Bridge, (M5) 231.5, NRO.  
 0/13 Libs on RUDENBURG RR Center, (F33) 29.5, Fair  
 8 Forts Targets of Opportunity, 23, NRO

392 Escort of Bombers

Claims: E/A in air 3-0-0 by Ftr. E/A on ground 3-0-1

Losses: 33 (bombers) 23 believed safe, 1 cat #, 2 Falk, 7 unknowns, 10 (fighters) (2 believed safe, 3 cat E, 5 other causes.)

352 Group (operating with 9th A.F.)

11/11 Fighters patrol to ST VITH (P-88) BONN area. Claims: NIL

361 Group (operating with 9th A.F.)

90/90 Patrol and alert mis ions in battle area. 11.17 Ftr.

Claims: M/T 3-0-2, Tanks 0-0-2, RR cars 0-0-36, Bldgs 0-0-1.

Losses: NIL

R.A.F.12/13 Night (52/40)

11/11 CAROLINE LUCK-BENZEL plant, 10.1 NRO.

9/9 FORTZETZUNG, 10.7, NRO.

32/20 Mine-laying. Losses: 4 a/c

13 Day - (155/153)

158/152 SAARBRUCKEN (Q47) RR center, no tonnage given. Good.

1/1 Mosquito on weather route. Losses: 1 bomber (unhan)

13/14 Night Jan (No results as yet).

225 POLLITZ (Yov) Synthetic Oil.

270 SAARBRUCKEN RR center

10 Mine-laying.

C O N F I D E N T I A LT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

1ST T.A.F.

12/13 NO OPERATIONS DUE TO WEATHER.13 Day (B-29's - 140/25)

21/10 B-29's STAFFEN (145) RR bridge, 31; NRO.  
 25/23 B-29's DASHBURG (145) RR bridge, 25, Good.  
 30/36 Bostons STEINEROCK (Flc) H'way, 51.7 Excellent.  
 34/0 PFF failure.

9th TAC (76/75)

73 On support to 1st US Army. A/R in 1st US Army area. 35.75 GP  
 20 rockets, 24 tanks of Napalm.  
 Claims: M/T 20-20-4, AFV 2-0-0, RR center 0-0-1, Rd bridge 0-0-1  
 Losses: 1 A/C due to flick.

19th TAC (401/450)

456 Support to 3rd, 8th, 12th, and 20th, Corps and carried out  
 A/R in TRIER (P80), VITTEBURG area; fighter sweeps and escorts  
 to medium bombers. Tonnage: 239.75 GP, 3 Frags, 45 tanks of  
 Napalm, 87 Rockets.  
 Claims: M/T 93-0-39, AFV 5-0-9, Locos 2-0-0, RR cars 85-0-47,  
 HDV 7-0-0, Bridges 0-0-2, Gun positions 3-0-0, Bldgs  
 34-0-4, RR cuts 25, Tunnel block 1, Piers 1-0-1.  
 Losses: A/C 2, (1 flick - unknown)

29th TAC (137/135)

A/R in KOBLENZ (149) ST VITH (P88) area and gave armored column  
 cover, fighter sweeps. 52.5 tons GP, 11.7 tons Frags.  
 Claims: M/T 20-0-13, AFV 4-0-0, RR cars 39-0-20, Gun positions  
 0-0-1, Dump 1-0-0, Bldgs 13-0-9, RR cuts 11, H'way  
 cuts 5.  
 Losses: NIL

2ND T.A.F.13 Jun (401)

212 A/R in battle area.  
 12 Immediate support.  
 30 Mitchells on WANDERFELD Comm center, 00, Good.  
 334 Recce.  
 117 patrols and escorts.  
 Claims: M/T 17-0-105, Locos 0-0-4.  
 Losses: 11 (2 blew up in air - bombers)  
 (9 Ftrs, 1 flick, 0 unknown)/.

(\* 1st Tac targets)

C O N F I D E N T I A LT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

G.A.F. 13 January

16 Jet propelled enemy aircraft were encountered in 1st Tac AF sector. A variety of tactics were used by A/A. One E/A changed speed rising power on and then off, thereby drawing P-47's over flank positions. Another tactic was for one to fly on deck and other to watch from 5,000 feet. See mission reports for details of E/A encounters.

Enemy Air Reported By Ground: At 1212 hours, 3 ME-262's bombed and strafed VI corps area. At 1230 hrs 3 FW-190's and 1 ME-262's strafed vicinity R-1233, no damage. Last 3 times ME-262's have made attacks, used white smoke to mark target. At 1209 hrs, 1 ME-262 strafed R-13. At 1234 hrs 1 and 4 ME-262's at R-13 and at R-13. At 1406 hrs 1 ME-262 at Q01. At 1314 hrs 1 ME-262 A/C at R11. At 1524 hrs 1 ME-262 at R02. At 1543 hrs 3 ME-262 at Q04. At 1609 hrs 3 or 4 ME-262's at R-11.

- 7 -

C O N F I D E N T I A L



THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACFOW AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 14

Period 131800 to 141800

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| MISSIONS  |        |       |             |
|---|--------|-------|-------------|
| XII TAC   | FR TAC | TOTAL |             |
| 76  | 5      | 81    |             |
| BORINGS   |        |       |             |
| XII TAC   | FR TAC | TOTAL |             |
| Ftrs  | 7      | 7     |             |
| F/B   | 471    | 13    | 484         |
| M/Y   | 2      | 2     |             |
| Tac/R   | 38     | 4     | 42          |
| P/R   | 19     | 19    |             |
| Total:  | 530    | 24    | 554         |
| TONNAGE: GP Frags WP Total  |        |       |             |
| F/B   | 255.25 | 8.58  | 2.05 265.88 |
| LOCATIONS: Rail bridges- R1792,<br>M1701 and R0467,<br>Pontoon bridge- M4522,<br>Tunnel- R1792,<br>Supply dump- Q6085, Q7273,<br>Rail cuts- 11 from M143 to<br>M1810; 5 at M1810; 2 at the following<br>places- M1208, R1368, M1067, R1701,<br>R1776; 1 each at R1567, R0467, R0267,<br>R0162, R0360, R0866, M1067, R1891,<br>R1990, R1792, R2039, R2755, R205795,<br>R179926, M1701, M1500, Q7080, M1008,<br>and R0167.<br>Road blocks- 2 at R020673,<br>1 at M1610, M1108, R1067 and R1567.<br>M/Y- 1 at Q6173. |        |       |             |

| CLAIMS  |        |           |         |
|---|--------|-----------|---------|
| FR TAC  |        |           |         |
| NIL   |        |           |         |
| XII TAC   |        |           |         |
| E/a in air  | 8-1-3  | E/a on gd | 3-0-1   |
| Loco  | 2-0-9  | Bldgs     | 31-0-8  |
| M/Y   | 7-0-40 | E/R cars  | 14-0-16 |
| Staff cars  | 1-0-0  | Trailers  | 0-0-1   |
| Rail bridge   | 0-0-3  | M/Y       | 0-0-1   |
| Pontoon "   | 0-0-1  | HDV       | 0-0-1   |
| R/A repair train  | 1-0-0  | Tunnel    | 0-0-1   |
|   |        | Tanks     | 0-0-4   |
| Supply dump   | 0-0-2  |           |         |
| Road blocks   | 6      | Rail cuts | 46      |
| LOSSES  |        |           |         |
|   | Lost   | Damaged   | Missing |
| XII TAC   | 4      | 10        | 0       |
| FR TAC  | 1      | 1         | 0       |
| Total:  | 5      | 11        | 0       |
| FR TAC: 1 Spit destroyed due to flak,<br>1 Spit damaged Cat 2 on landing<br>accident. |        |           |         |

XII TAC: 3 R-47's lost in combat, 1 R-47 lost due to mechanical trouble, 1 R-47 Cat unknown-(bolly landed), 1 R-47 Cat 2 in combat, 2 R-47's Cat 2 flak, 1 R-47 Cat 2 bolly landed, 5 R-47's Cat 1 flak.

XII TAC  
415 Night Fighter Sq - Night 13/14 Jan.  
1/1 Bomfighter flew 1 patrol mission.  
1/1 Bomfighter flew 1 scramble mission.  
Claims: Nil. Losses: Nil.

CONFIDENTIAL

## CONFIDENTIAL

50 Gp - (10 missions, 118 sorties).

7/2 R-47's successfully dropped leaflet bombs at WILMING (Q6555) and at OBERGAILLACH (Q6257). Time up 1238, time down 1460.

46/46 R-47's gave close support to the US 7th Army. Targets attacked were supply dumps at Q7273 and Q7589.

Times up : 1238, 0925, 1541.

Times down: 1422, 1123, 1705.

70/70 R-47's conducted 6 T/B missions attacking I/R from M1400 to M1709, tunnel at M1501, I/R bridge at M1702, station at Q7706, M/Y at ARNHEIM.

Times up : 0927, 1300, 1227, 1641, 1522, 0955.

Times down: 1424, 1543, 1427, 1722, 1646, 1135.

Total tonnage : 48.25 GP, 1.05 MP, and 1.04 Frags.

Claims: 2000 0-0-3, 2100 13-0-1, I/R bridge 0-0-1 at M173016, M/T 3-0-0, I/R cars 7 0-0, Supply dump 0-0-1 at Q721/33, Rail cuts 7-(2 at M173017, M170675, 1 at M175014, M157001 and Q704302).

Losses: Nil. Damaged: 1 R-47 Cat 1 flak.

E/A: 1 M1509 at 6,000 feet, 1335 hours, flying south and turned north at M0905, N. contact.

Observations: Scattered M/T in area N of WISSEMUNG moving in all directions. 200 plus cars in M/Y at HIEBURG. Balloons with hanging silver baskets appeared to be longer than weather balloons at 12,000 feet, 10 miles E-E of HIEBURG. Highway thru mountains LINDAU to PIRMASERS appeared well used.

324 Gp - (12 missions, 131 sorties).

11/11 R-47's conducted I/R in the HIEBURG area. Main objective was I/R at M083667. Time up 1325, time down 1450.

120/120 R-47's conducted 11 T/B missions attacking a supply dump at Q5045, Supply hubs at Q7337, Ammo dump at M2550, Pontoon bridge at M4522, Rail bridge at M1358, Road bridge at M0437, Rail bridge at M1567.

Times up : 0810, 1050, 1345, 1525, 0750, 0305, 1015, 1035, 1230, 1445, 1515.

Times down: 0935, 1245, 1515, 1540, 0900, 0955, 1120, 1235, 1345, 1605, 1740.

Total tonnage: 65.5 GP.

Claims: 2000 ground 3-0-1, I/R cars 4-0-0, M/T 2-0-3, Tanks 0-0-4, I/R repair train 1-0-0, Supply dump 0-0-1 at Q70567, Bldgs 13-0-0, I/R bridge 0-0-1 at M041675, Pontoon bridge 0-0-1 at M4522, Rail cuts 12-0-2 at M134071 and M105677, 1 at M153672, M16622, M041675, M020570, M033677, M100677, M030305 and M134033, Load blocks 4-(2 at M020573, 1 at M100677 and M153672).

Losses: Nil. Damaged: 1 R-47 Cat 2 flak and 1 R-47 Cat 1 flak.

E/A: 2 M1509's going S at 11,000 ft near LINDAU at 0845 hrs, no contact. Flight of 11 a/c made a series of arcs N of M011 and at M6962 spotted on airfield with 5 to 6 scattered a/c strafed field and claim 2 JU-52's and 1 JU 52 destroyed and 1 JU-52 damaged.

Observations: Rail bridge at M450159 intact. Extremely bright sparkling light at edge of town located at M4233. Huge circle with cross inside, silver in color, seen at M03670. Roads E out of LINDAU and KUSLEDT show snow worn off. 5 to 6 piles covered with canvas at edge of woods at Q-13524.

353 Gp - (11 missions, 123 sorties).

57/57 R-47's conducted I/R in the SIEG UNION, WINDT, PIRMASERS, HIEBURG, and KUSLEDT areas.

Times up : 1415, 1450, 1120, 0824, 0745.

Times down: 1610, 1705, 1330, 1014, 1010.

6/6 R-47's conducted a fighter sweep in the SIEG, WINDT, HIEBURG, BRUCHSAL, KUSLEDT and OBERGAILLACH area.

Time up 1615, time down 1745.

CONFIDENTIAL

CONFIDENTIAL

53/53 P-47's gave close support to the US 7th Army. Targets attacked were  
 R/A bridge at M1722, M/Y at Q6173, town of NEUSHAIDE, Gun positions,  
 Supply dumps and Headquarters.  
 Times up : 1443, 0844, 1045, 1114, 1340.  
 Times down: 1650, 1043, 1315, 1330, 1605.  
 Total tonnage: 35.5 GP and 7.5k frags.  
 Claims: 2/a in air 3-0-3, Locos 0-0-1, R/R cars 3-0-16, H/T 2-0-36,  
 Staff cars 1-0-0, Tractors 0-0-1, Bldgs 7-0-5, Rail bridge 0-0-1 at  
 M179926, M/Y 0-0-1 at Q6173, PD7 0-0-1, Tunnel 0-0-1 at M179926, Rail  
 cuts 7- (1 each at M1591, M1990, M1792, M2039, M2755, M205895 and  
 M179926).  
 Losses: 1 P-47 in combat and 1 P-47 Cat unknown (bally landed).  
 Damaged: 1 P-47 Cat 2 combat, 1 P-47 Cat 2 flak, 3 P-47's Cat 1 flak.  
 2/a: 1500 hrs 16 ME-109's over WIEDE, 12 at 12,000 ft and 4 at 16,000  
 ft. Our flight of 11 P-47's were at 8,000 ft when bounced by 8 ME-  
 109's from 12,000 ft. This encounter was broken and the 4 ME-109's  
 attacked from 16,000 ft. No claim 7-0-2. 1610 hrs 12 P-47's attacked  
 2 ME-109's flying W. 5 miles S-W of LINDAU. Claim 1-0-1.  
 Observations: approximately 100 boxcars in M/Y at NEUSHAIDE. 70 boxcars  
 in NEUSHAIDE M/Y. Much road traffic in all directions around Q2065.

371 Gp - (6 missions, 97 sorties)

35/35 P-47's gave close support to the US 7th Army. Targets attacked were  
 strong points (M1935) Supplies at Q7165, and Q6963 and tanks at  
 BUHL (M2035)  
 Times up: 1223, 0855, 1544, ...  
 Times down: 1422, 1045, 1715.  
 64/64 P-47's conducted 5 P/R missions. Targets were rail cuts between M 1008  
 and M2215, M1146 and M1610.  
 Times up: 0840, 0905, 1203, 1333, 1454.  
 Times down: 1037, 1115, 1352, 1503, 1621.  
 Total tonnage: 49.5 GP and 1 ton WP.  
 Claims: 2/a in air 0-0-0, Locos 2-0-5, Bldgs 0-0-2, H/T 0-0-1, Rail  
 cuts 20 ( 11 from M1146 to M1610, 5 at M1610, 2 at M1203, 1 at  
 M1008, and 1 M1677), 14 blocks 2 (M1610, M1108)  
 Losses: 2 P-47's destroyed due to combat.  
 1 P-47 destroyed due to mechanical.  
 Damaged: 1 P-47 damaged Cat 2, (bally landed)  
 2/a: 50 plus ME109's and ME190's at 1600 ft with 6 ME 262's as top  
 cover at 25,000 ft, 15 miles SW of WOLMS. Our flight of 11  
 P-47's was bounced by 12 ME109's at 1531 hours. 2/a made one  
 pass at our a/c and P-47's turned for home base. This short en-  
 counter resulted in the loss of 1 P-47 which collided with an  
 ME109. No claim 0-1-0.  
 15 miles W of WOLMS, 1 unidentified a/c seen going down in flames.  
 2 unidentified a/c blow up in air. A dog fight seemed to be  
 taking place at a distance, 1535 hrs.  
 3 ME109's bounced 2 P-47's at 16,000 ft over M1203 at 0945 hours.  
 No claims. After attack 2/a dove away to the east.  
 12 P-47's attacked by 15 ME109's that came out of the sun at 1615  
 over M199351, 9000 ft. No claims. Losses: 1 P-47, 2/a made one  
 pass at high speed and continued going.  
 Observations: Large road bridge across RHINE at M292320 appeared not  
 damaged. Heavy AA battery firing at M199030.

Prov Rocco Gp - (33 missions, 57 sorties)

33/33 a/c conducted 19 P/R missions.  
 19/19 a/c conducted 14 P/R missions.  
 Claims: NIL Losses: NIL

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

## FIRST FRENCH AIR GRIPS

## 1 Group - (1 mission, 7 sorties)

7/7 Spits conducted fighter sweeps in the STEINBOURG, HAGENAU, BADEN BADEN AND FREIBURG areas.

Claims: NIL

Losses: 1 Spit due to flock

Damages: 1 Spit cat 2 crash landing.

## 3 Group -- NO MISSION FLOW

## 4 Group - (2 missions, 13 sorties)

13/13 P-47's gave close support to the First French Army. The villages of HESSELN and LOSSIEN were attacked.

Times up: 0900, 1450.

Times down: 1140, 1410, respectively.

Total tonnage: 0.5 GP tons.

Claims: NIL Losses: NIL

## 2/33 Group - (2 missions, 4 sorties)

4/4 a/c conducted Tac/1 - HELLERS, STEINBOURG, OFFENBERG, SPEYER and BREISACH areas.

Claims: NIL Losses: NIL

Observations: Numerous trains of vehicles coming in tower's forest of

ILLMOLD. 4 Pontoon bridge cuts between V8613 and V8715. 2 Pontoon

cuts V86202. 2 Pontoon bridge cuts V86260. 2 Pontoon cuts at V915306.

5 Barges east bank Rhine at GUNNINGEN. 5 Vehicles stationary at OBERHEIM.

2 Pontoon Bridge cuts at V995765 and at V983682. Fire at V845635.

## WESTERN FRENCH AIR FORCES

No operations.

## FLAK REPORT

Moderate heavy at ZWE BRUCKEN, NEUSTADT to WEISEBURG, Q8560, Q8060, R1935, R2532, R2135, R2058, R1032, R1708.

Scant heavy at HALLERLAUTERN, OFFENBERG, HAGENAU, PIRCH, S of NEUSTADT, SPEYER, RASTATT, KELL, Q7201, Q8775, Q8065, Q7371, Q7705, R2422, R1956, R2634.

Intense light at SCHNELLBACH, REITZ, WEISEBURG, HELLERS, Q8262, Q8065, Q7472, Q7073, Q7154, Q8060, Q7371, Q7705, R1935, R2634, R1793.

Moderate light at HELLERS, R1229, R2803, Q7741, R2486, R1937, R1892, R0360, R2984.

Scant light at OFFENBERG, ZWE BRUCKEN, R1708, Q7575, R1891, R1229, R2630.

## GAF ADVERT - 14 Jan.

A total of 71 ME-109's and FW-190's plus 6 ME-262's were sighted and encountered by P-47's of 1st TACAF. A flight of 6 ME-262's flying at 25,000 feet seemed to act as top cover for 50 assorted ME-109's and FW-190's flying at 18,000 feet. This was in the area 5 miles S-W of G. S at 1535 hours. The GAF seemed more aggressive than they have been in the past 10 days, but in their tactics against our a/c seemed to make only one pass and then continue on in flight. See mission reports for E/A encounters. E/A reported by ground: 1835 hours JA fired on 1 unidentified a/c flying W vicinity of Q5454. 1835 hours estimated by multi-engine, unidentified a/c passed over Q5454 from E to W. 150 hours 1 single engine unidentified a/c flying S-E to N-W at 15454. 1855 hours 1 single engine unidentified a/c flying N-W to S-E over Q5756. 2015 hours 1 unidentified a/c dropped a flash flare at Q5557.

CONFIDENTIAL

CONFIDENTIAL

SEA A.F.

Day 14 January - (1733 sorties)

Bombers: 905, Escort: 668, Ftr Sweep: 133, P/R: 22.

79/71 on COLOGNE/DEUSE (145), 210 tons, excellent. (21 bridge)

71/67 on COLOGNE/DEUSE (145) R/R bridge, 190, good.

37/36 on BERNHARDT R/R bridge. (143) 180.5, good.

93/91 on HANNOVER oil refinery, 250.5, good.

97/89 on HANNOVER oil storage (102) 237.0, good to excellent.

158/151 " HALLFORD steel works, 474.5, good.

151/90 on K.G. DEUSE synthetic oil (Y60) 222.5, excellent.

219/186 " DEUSE oil storage, 550.8, NO.

30 (5) Targets of opportunity attacks, NO.

Claims: E/A in air 155.0-25, on ground 3.0-5.

Losses: 21 bombers, 16 fighters.

SEA A.F.

Night 13/14 - (552 sorties)

218/214 on K.G. DEUSE synthetic oil (Y60) 314.15 tons, good.

276/263 on SALERBUCKEN R/R center (Q47), 764, good.

10 on mine laying

37 Bomber support.

21 on intruder.

Claims: NIL

Losses: 3 a/c.

Day 14 Jan - (134 sorties)

134/121 on SALERBUCKEN R/R center, (Q47), 346, believed good.

SEA A.F.

Night 13/14

18/13 a/c on patrols.

Claims: M/T 5-0-13,

Losses: NIL

Day 14 Jan

1st Bomber Command - (369/270)

72/46 on HANNOVER R/R bridge (116), poor to good.

36/31 on BIEBURG Comm (115) good results.

24/16 on SCHNEIDER Comm (195), excellent.

69/86 on BULLAY R/R bridge, (156) excellent.

62/14 on STEINBUCK H'way bridge, (116) NO. to good.

38/20 on HODT Comm, (158) Good.

68/54 on AHNWILLER Rail Bridge (151), fair to excellent.

21 on 6 targets of opportunity, NO.

Tonnage: 505.75

Claims: NIL

Losses: 3 bombers, (cause not reported.)

1st TAC

127/125 sorties- support to 1st US army, escort to M/B

25/25 Reco

Claims: E/A 3-0-2, M/T 30-0-32, AFV 4-0-0

Losses: 6 a/c (cause not reported.)

Tonnage: 30.5

- 5 -

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

9 TAC -

608/599 support of 3rd US Army. Rail interdiction, SAARBRUCKEN, TRIER, HANAU.  
ESOLIT to M/B (M7)  
108/107 Recoce.  
Claims: E/A 7-0-0, M/T 242, 0 168, Guns 22-0-13, AFV 36-0-16, Locos 9-0-1,  
Rail cuts 9, Rail cars 117-0-57.  
Losses: 10 a/c (cause not reported)

19th TAC

196/194 same as 19th TAC  
34/32 Recoce  
Claims: M/T 6-0-67, AFV 0-0-7, M/T 55-0-15, Rail cuts 2, Guns 1-0-0,  
Losses: 2 a/c (cause not reported).

2 ND T.L.F.

Night 13/14 - (43 sorties)

36/34 Movements in area MULLENZ PUNK (107).  
7/1 Defensive patrols.  
Claims: M/T 10-0-0, E/A 1-0-0.  
Losses: 1 a/c (cause not reported)

Day 14 - (345 sorties)

Bombers: 35, Fighters: 110  
30 a/c on ZILHORNEL at bridge, 70 tons, fair results.  
5 a/c on gun positions, no tonnage given. Fair.  
373 a/c on A/B battle area.  
175 a/c on Pre arranged support.  
163 a/c on Ftr ops in battle area.  
99 a/c Recoce.  
Claims: E/A 36-1-2, in air, 2-0-5 on ground, AFV 0-0-2, M/T 13-4-9, Barges  
2-0-4, Locos 32-0-42, TRG 16-0-166, Rail cuts 11.  
Losses: 10 Fighters and 1 Bomber (cause not reported.)

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COM NUMBER 15

Period 141800 to 151800

| MISSIONS  |         |        |       | CLAIMS             |                      |            |         |
|---|---------|--------|-------|--------------------|----------------------|------------|---------|
|   | XII TAC | FR TAC | TOTAL | FR TAC: NIL        |                      |            |         |
|   | 35      | 1      | 36    | XII TAC            |                      |            |         |
| SORTIES   |         |        |       | R/R cars           | 34-0-56              | M/T        | 11-0-3  |
|   | XII TAC | FR TAC | TOTAL | Tanks              | 1-0-2                | Trailers   | 1-0-0   |
| F/B   | 132     | 4      | 136   | AFV                | 4-0-0                | HDV        | 2-0-1   |
| P/R   | 12      | 0      | 12    | Supply dump*       | 0-0-2                | Bldgs      | 11-0-1  |
| Tac/R   | 16      | 0      | 16    | Road blocks*4      |                      | M/Y *      | 0-0-2   |
| N/P   | 5       | 0      | 5     | Power plant* 0-0-1 |                      | R/R cuts * | 7/8     |
| Total:  | 165     | 4      | 169   | Tunnels *          | 0-0-2                |            |         |
| TONNAGE: GP Frags MP Demos Total                  |         |        |       | LOSSES             |                      |            |         |
|   | 52.5    | 2.08   | .75   | 23                 | 78.33                | Lost       | Damaged |
| * LOCATIONS: Supply dumps at Q721738 and R042597. |         |        |       |                    |                      | Missing    |         |
| M/Y's at HOMBURG & Q6083.                         |         |        |       | XII TAC            | 0                    | 6          | 0       |
| Road blocks- 2 at R042517 and 2 at Q983705.       |         |        |       | FR TAC             | 0                    | 0          | 0       |
| R/R cuts- 3 at Q965705.                           |         |        |       | Total:             | 0                    | 6          | 0       |
| Power plant at Q9173.                             |         |        |       |                    |                      |            |         |
| Tunnels at R224880 and R210888.                   |         |        |       | XII TAC:           | 6 F-47's Cnt 1 flak. |            |         |

DT INCLUDED IN REPORT OF 14 JANUARY. REPORT ARRIVED LATE DUE TO COMMUNICATIONS FAILURE.

| FRENCH TAC - (1st Group). |          |         |        |         |
|---------------------------|----------|---------|--------|---------|
|                           | Missions | Sorties | Claims | Missing |
| Ftrs                      | 2        | 20      | NIL    | 1       |

42nd Bomb Wing: No operations due to weather.

XII TAC

415 Nighter Fighter Sq - Night 14/15 Jan.

5/5 Beaufighters flew 5 intruder missions.

Observations: A ground station with call sign "Fighter" contacted Beaufighters and attempted to lead them into enemy territory by giving them wrong Vector of 90 degrees and 80 degrees on channel "C".

Claims: M/T 1-0-3. Losses: Nil.

50 Gp - (44/44 F-47's, 3 missions).

28/28 a/c flew 2 close support missions bombing Ammo dump 6 miles S-E of FIRMASINS at R042597. 12 direct hits out of 6 tons are claimed by flight, but no explosions or fires seen. Supply dump at ZWIEBUECKEN (Q721738) bombed. Large fire seen after 6 tons were dropped. M/Y at HOMBURG damaged. R/R and road traffic were strafed.



THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

16/16 a/c on A/R also bombed Ammo dump near PIRMASSENS. No explosions or fires seen, but 15 direct hits reported. R/R traffic bombed and strafed near ZWILBRUCKEN.

Observations: Secondary roads well used in PIRMASSENS area. 5 clearings approximately 50-75 feet long, were seen along secondary road at M2600.  
Claims: R/R cars 8-0-0, Locos 1-0-0, M/T 7-0-1, Tanks 1-0-0, Trailers 1-0-0, AFV 4-0-0, Supply dumps 0-0-2 (1 at Q721735, 1 at R042597), HDV 2-0-1, Bldgs 3-0-1, M/Y 0-0-1, Road blocks 2 at R042577.  
Losses: Nil. Damaged: 3 R-47's Cnt 1 flak. Tons: 18 GP, 52 Frags and .75 WP.  
Times up : 1324, 1342, 1316.  
TOT : 1400, 1415, 1350-1450.  
Times down: 1530, 1545, 1531.

324th Group

22/22 R-47's flew 2 Rail interdiction missions of 11 a/c each. Both flights were recalled due to heavy ground haze, but 5.5 tons of GP bombs were dropped at Q345502 and Q965705 (PIRMASSENS area) respectively. Rail cuts in three places at Q965705, and 2 road blocks formed at Q963705.  
Observations: Many bomb craters in area of Q965705. Vapor trail, N-E to S-W, seen over base at 20,000 feet at 1630 hours. In vicinity of Q965705 snow showed many M/T tracks. There was no snow on R/R bed at target. Two puffs of black smoke seen at Q9060 around 1600 hours, not believed to be smoke.  
Claims: R/R cuts 3 at Q965705, Road blocks 2 at Q963705.  
Losses: Nil. Tonnage: 11 GP.  
Times up: 1545, 1535, TOT: 1620, 1600. Times down: 1645, 1635.

356th Group

35/35 R-47's flew 3 A/R missions in BITCHE, PIRMASSENS, HOCHSPEYER, NEUSTADT, SCHIESSENSTADT, SPEYER, ZWILBRUCKEN, ROXWEILER, WEISSEBURG areas. S end of tunnel at R224860 partially obstructed and R/R cut made - bombs dropped at both ends of tunnel. R/R cuts made N-E of tunnel at R203895, and N-E of tunnel at R202997. Possible Ammo dump at Q623737 bombed - no explosions. R/R cut made at Q9172. Power plant bombed at DORLBERG (Q9173) near PIRMASSENS.  
Observations: 100 boxcars between SCHIESSENSTADT and SPEYER. 170 R/R cars in NEUSTADT M/Y. 5 M/T going W at R1934 around 1400 hours. 4 barrage balloons at 5,000 feet at GERMERSHEIM. No repair activity in vicinity of R1892. 25 boxcars near S end of tunnel at R183913. 6 M/T going E-W at Q7667 at 1530 hours - squadron low on gas and did not attack.  
Claims: R/R cars 1-0-56, M/T 1-0-1, Bldgs 8-0-0, Power plant 0-0-1, Tunnels 0-0-2 (1 at R224860, 1 at R210883), R/R cuts 5 (1 each at R210838, R203895, R202997, Q9172 and R210867).  
Losses: Nil. Damaged: 2 R-47's Cnt 1 flak. Tons: 23 Demo-(1000 lb), 6 GP, 1.56 Frags.  
Times up : 1350, 1330, 1336.  
TOT : 1425, 1350-1515, 1420-1525.  
Times down: 1510, 1540, 1559.

371st Group

31/31 R-47's flew 3 close support missions in area 3. Atkin did not have any targets so flights attacked Supply dump at Q977935-MIO, and M/Y at Q6083, damaging it. 6x500 lb bombs jettisoned E of Thine in Area 3 of STRASSBOURG as flight was low on gas.  
Observations: 200 boxcars in M/Y at ZWILBRUCKEN. 100 boxcars in M/Y at HOMBURG. 200 boxcars in M/Y at Q6083.  
Claims: R/R cars 25-0-0, M/T 3-0-1, Tanks 0-0-2, M/Y 0-0-1 at Q6083.  
Losses: Nil. Damaged: 1 R-47 Cnt 1 flak. Tonnage: 15.5 GP.  
Times up : 1405, 1402, 1355.  
TOT : 1445-1600, 1520, 1420.  
Times down: 1617, 1640, 1620.

- 2 -

CONFIDENTIAL



## CONFIDENTIAL

Prov Rocco Group - (26/28 a/c, 19 missions).

16/16 a/c flow 8 Tac/R missions, 6 being successful.

12/12 a/c flow 11 P/R missions, 3 being successful.

Observations: HOMBURG M/Y  $\frac{1}{2}$  full - no movement seen. ALZY M/Y  $\frac{1}{2}$  full - no movement seen. KISILAUHLE M/Y  $\frac{1}{2}$  full, HUNTERICHEN M/Y  $\frac{1}{2}$  full, SALLBUCKEN M/Y  $\frac{1}{2}$  full, EDIKOBEN M/Y (27)  $\frac{3}{4}$  full - no movement seen. R/R bridge at GIEHLSHEIM appears serviceable. Bridges in K-Z section of MAHHEIM intact. Pontons on both sides of river at M4421. Bridge at MAINZ-(M3757) out. R/R bridge at M4055 intact and bridge at SPEYER also intact.

Claims: Nil. Losses: Nil.

NOTE: Additional R/R cuts (made by 353th Group) which show in mission report, but not on Page 1. Change total R/R cuts to read 8, and add the following 5 locations: R210635, R210637, R203595, R202997 and Q9172.

FIRST FRENCH AIR CORPS4th Group

4/4 R-47's flow 1 close support mission, dropping 2 tons of GP bombs on order of controller through the clouds in vicinity of OFFENBURG - flight did not know exact location, but controller gave order to drop bombs from radar posting of flight - IED.

Observations: Nil. Claims: Nil. Losses: Nil.

Time up 1520, Time over target 1550, Time down 1625.

ALL OTHER GROUPS SHOOT DOWN DUE TO WEATHER.

NOTE: First French Group missions of 14 January not reported due to communications failure.

20/20 R-47's flow 2 fighter sweeps in BIECHE, HAGENAU, WEISSENBURG, PIRMASENS area. R/L encountered at 1540 hours 3 ME-109's were seen flying N 25 miles E of SAVERNE. They disappeared and a few minutes later the flight was bounced by 2 ME-109's who made one pass and ran. A few minutes later 3 ME-109's made one pass and again disappeared. An unidentified a/c, probably our Spitfire, was seen falling.

Claims: Nil. Losses: 1 Spitfire missing in action.

Times up & 1320, 1500. Observations: BOUTZ burning.

Times down: 1450, 1655.

ATLANTIC FRENCH AIR FORCE: No report.

9th AF

Night 14/15 Jan.

11/10 W/F intruder patrol TRILL, DOBLITZ, SALLBURG\*, HOMBURG\* and area of 3rd Army Front.

Claims: W/T 2-0-0. Losses: Nil.

Day 15 Jan - (580- 29 Bombers, 432 F & F/B, 69 Rocco).

9th Bomb

29/16 B-26's and Bostons SHOCKED R/R bridge, 29 tons, IED.

Claims: Nil. Losses: Nil.

9th Tac - (under 2 TAF): Nil.

19th TAC - (551).

432/432 43 missions air cooperation to 3rd, 6th, 12th and 20th Corps. A/R in MEYER, BAD-KREUTZNACH\*, WIES-BADE area. 8 M/Y. Defensive patrols over airfields, escort to bombers. Dropped 132 tons GP, 20.5 frags, 10 LB, 33 Napalm, 43 rocket projectiles.

69/51 Rocco.

CONFIDENTIAL

Claims: M/T 136-0-28, AFV 10-0-5, Locom 3-0-1, R/R cars 147-0-112,  
Bridges 2-0-1, Gun positions 24-0-12, Bl'gs 31-0-32, HDV 10-0-2, R/R  
cuts 4, Tunnels closed 7.  
Losses: 4 a/c, cause unknown.

29th TAC: Nil - weather over base.

2 TAF

Night 14/15 Jan.

87 Mosquitoes 2 attacks on enemy movements in MURRATH, PRUM, NEUBURG,  
CLEVENLUX, RINGMULAND, KARLHAUSEN, KLEFFELD, ANDERLACH, ERGENZ, and  
bombings to MURRATH.  
32/29 Mosquitoes dropped 98x500 KC.  
45/44 Mosquitoes dropped 91x500 KC.  
10 Reco.  
Claims: Nil. Losses: 1 Mosquito, cause unknown.

Day 15 Jan: Nil.

8th AF

Day 15 Jan - (1337- 640 Bombers, 743 Fighters).

111 Forts INGOISTADT-X43-M/Y, 265 tons, NED.  
107 Forts FRIEDBURG-W03-M/Y, 294 tons, NED.  
75 Libs LEUTLINGEN-X08-M/Y, 106 tons, NED.  
233 Forts AUTSUNG-M/Y, 632 tons, NED.  
7 Libs TUBINGEN-W99-M/Y, 14 tons, good.  
29 Forts BOBINGEN-Y41-town, 66 tons, NED.  
10 Libs VRACH town, 21 tons, NED.  
1 Lib MANNHEIM-W06-town, 2.5 tons, NED.  
1 Fort REUDENSTADT town, 2.5 tons, NED.  
13 Libs FUDINGEN-482W0902-R/R lines, 61 tons, NED.  
6 a/c unidentified targets of opportunity, 16 tons, NED.  
Claims: 2/1 in air 2-0-0, 2/1 on ground 12-0-19, Locom 59-0-1, 2/1 cars  
3-0-9, Balloons 6-0-0, M/T 1-0-0.  
Losses: 3 Bombers-(1 Cat B, 2 cause unknown), 5 Fighters-(1 Cat B, 1  
flak, 3 believed safe).

R. A. F.

Night 14/15 Jan - (1213/1204).

588 MERSBURG-D91-synthetic oil, 2204.36 tons.  
103 Lancasters DULLEN-A65-gas fuel dumps, 300 tons.  
12 Mosquitoes  
9 Mosquitoes MANNHEIM town, 9.6 tons.  
32 Mosquitoes BIELEFELD (2 attacks) city, 81.4 tons.  
151/142 Lancasters and Halifaxes GLEVENLUX-F17-R/R interdiction, 350.9 tons.  
266 Counter-measures, sweeps, and minelaying.  
Claims: Nil. Losses: 19, cause unknown.

Day 15 Jan - (145/140).

63/61 Lancs BOCHUM benzol oil plant, NED.  
82/79 Lancs FORTZETZUNG oil plant (near EMMUSCHWEICK), NED.  
Claims: Nil. Losses: Nil.

Night 15/16 Jan: Nil, due to weather.

GAF for 15 Jan.

No enemy aircraft were sighted by aircraft aloft or by ground units in this sector.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

15 January 1945

STATUS OF COMMUNICATIONS

RAILROADS

In the MOSELLE-RHINE triangle, rail movement from the North appears to be halted by interdiction at the line of the MOSELLE or by damage to the bridges at NONWEILER and BAD MUNSTER. Recent reconnaissance reports the bridge at BAD MUNSTER, claimed impassable following attack by the 9th Air Force, is again serviceable, but no movement was seen on the BAD KREUZNACH-HOMBURG-SAARBRUCKEN lines.

One bridge over the RHINE at MAINZ was seen to be out, but the remaining rail bridges between COBLENZ and KARLSRUHE are serviceable, having RHINE crossings uninterdicted.

Rail cuts claimed by fighter bombers on the 13th and 14th January have rendered u/s the North-South line from BINGEN to NEUSTADT as well as the East-West line between LANDAU and FIRMASENS. Movement into the area by rail as far West as a North-South line, NEUSTADT-LANDAU is probably possible and rail heads may well be functioning between these points and the RHINE. Shuttle traffic between BAD MUNSTER and the HOMBURG-ZWIEBRUCKEN-NEUNKIRCHEN area may be possible.

In the STRASBOURG-COLMAR-BLACK FOREST area the cuts claimed by fighter bombers in the past few days are believed to have achieved only short time interdictions and all lines are probably serviceable. While current supplies are apparently being moved into the COLMAR pocket by rail at the rate of one or two trains daily. The bulk of troop movements are believed to be from rail heads East of the RHINE between OFFENBURG and FREIBURG. The considerable movement in this area during the past few days is believed to be largely in connection with replacement or relief of exhausted units, although some reinforcements may be involved.

ROADS

The indications of M/T movement in the vicinity of FIRMASENS and between FIRMASENS and LANDAU are probably connected with known supply installations, although the possibility of troop movements in this area should not be overlooked.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 16

Period 151800 to 161800

| MISSIONS |         |         |        |        | CLAIMS       |         |         |          |
|----------|---------|---------|--------|--------|--------------|---------|---------|----------|
|          | 42 BW   | XII TAC | FR TAC | TOTAL  |              | XII TAC | FR TAC  | TOTAL    |
|          | 4       | 70      | 6      | 80     |              |         |         |          |
|          | SOPHIES |         |        |        |              |         |         |          |
|          | 42 BW   | XII TAC | FR TAC | TOTAL  |              |         |         |          |
| Ftrs     | 33      | 22      |        | 55     | 2A in air    | 1-1-1   |         | 1-1-1    |
| F/B      | 435     | 19      |        | 454    | R/R cars     | 48-0-19 |         | 48-0-19  |
| M/F      |         |         |        |        | M/T          | 12-0-3  |         | 12-0-3   |
| M/B      | 70      |         |        | 70     | Bldgs        | 236-0-6 | 0-0-8   | 236-0-14 |
| Artill.- |         |         |        |        | Locos        | 1-0-1   |         | 1-0-1    |
| adjust.  | 2       |         |        | 2      | AFV          | 1-0-0   |         | 1-0-1    |
| Tac/R    | 38      | 4       |        | 42     | Gun-         |         |         |          |
| P/R      | 14      |         |        | 14     | posit.       | 0-0-6   |         | 0-0-6    |
| Total:   | 70      | 522     | 45     | 637    | M/Y *        | 0-0-7   |         | 0-0-7    |
| TOFFAGE: | F/B     | M/B     | Total  |        | R/R bridge * | 0-0-1   |         | 0-0-1    |
| Napalm   |         |         |        |        | R/R tunnels* | 0-0-2   |         | 0-0-2    |
| (6X750   |         |         |        |        | Supply-      |         |         |          |
| tanks)   | 2.25    |         | 2.25   |        | dump *       | 0-0-1   |         | 0-0-1    |
| G.P.     | 219.25  |         | 219.25 |        | Rail cuts *  | 20      |         | 20       |
| Frgs     | 5.85    |         | 5.85   |        | Rd blocks *  | 2       | 3       | 5        |
| W.P.     | 4.5     |         | 4.5    |        | LOSSES       |         |         |          |
| Demo     |         |         |        |        | Lost         | Damaged | Missing |          |
|          | 231.85  | 98      | 95     | 329.85 | XII TAC      | 1       | 13      |          |
|          |         | 95      |        |        | 42 B.W.      | 3       | 0       |          |
|          |         |         |        |        | FR EA?       | 1       | 0       |          |
|          |         |         |        |        | Total:       | 5       | 13      | 0        |

## LOCATIONS

M/Y: ZWENBRUNNEN, R5879, HAMBURG L5661, NEUSTADT, R1244 and R1344.  
R/R bridge: L56613  
R/R tunnels: R208891 and R2090.  
Supply dump: R745724  
Rail cuts: 3 at NEUSTADT, 3 at R2090, 2 at R208891, 2 at R042597, 4 at R105676,  
3 at R155675, and 1 at the following R0835, R3365, and R1542.  
Rd blocks: 1 at the following, R105676, R042597, R140058, R140061, R143059.

CONFIDENTIAL

XII TAC: 1 P-47 lost, cause - unknown.  
 1 P-47 damaged cat 2 due to hitting tree.  
 1 P-47 damaged cat 2 due to shell casing.  
 3 P-47's damaged cat 2 due to flak.  
 7 P-47's damaged cat 1, due to flak.  
 1 P-47 damaged cat 1 due to combat.

42nd BOMB WING: 2 B-26's lost due to flak.  
 1 B-26 lost, cat 3, due to take off accident.

FR TAC: 1 P-47 lost due to hitting tree, cat 3.

42ND BOMB WING17th Bomb Gp.

11/0 B-26's aborted mission, unable to identify target due to low haze.  
 Time over target area: 1510 hrs.

10/0 B-26's aborted mission, unable to identify target due to low haze.  
 Time over target area: 1510 hrs.

Claims: NIL

Losses: 3 B-26's (2 due to flak, 1 on take off accident.)

320 Bomb Gp.

51/46 B-26's dropped 184X1000 lb demo bombs on alternate target, RASTADT,  
 rail bridge (R351287). Good results. TOT: 1458 hrs.

3/3 B-26's dropped 12X1000 lb demo bombs on alternate target, RASTADT,  
 M/Y with good results. TOT: 1454 hrs.

Tonnage: 96 ton, Demo bombs.

Claims: NIL Losses: NIL

XII TAC:415th NIGHT FIGHTER SQ, Night 15/16 Jan.

No sorties due to weather.

50th Gp. - (9 missions, 134 sorties)

16/15 P-47's provided escort for medium bombers.

Time up: 1427 R/V: 1450

Time down: 1603

15/15 P-47's D/B tank and depot at R22043, 23X500 GP, 5X100  
 frags, and 4X100 WP bombs were dropped on target with good results.

Claim: 6 bldgs destroyed.

Time up: 1456

Time over target: 1535

Time down: 1647

15/15 P-47's D/B tank concentration and depot at R2244, 23X500 GP and  
 5X100 in target area. Claim 100 bldgs. destroyed.

Time up: 1525

TOT: 1555

Time down: 1658

87/87 P-47's gave close support to the US 7th Army. Targets attacked were  
 M/Y at HAMBURG, town of MUNCHMILLER, R/R bridge and M/Y at L5661,  
 supply point at Q9271 and ammo dump at R042597.

Tonnage: 46 GP, 2.4 WP and 1.56 Frags.

Claims: R/R cars 3-0-0, M/T 2-0-0, AFV 1-0-0, Bldgs 182-0-0, R/R bridge  
 0-0-1 (L5661), M/Y 0-0-2 (L5661, and HAMBURG), Rail cuts 1  
 (R042597), Bd blocks 1 (R042597).

Losses: NIL

Damaged: 3 P-47 cat 2, due to shell casing.

E.A.: 1 B-26 made 1 pass at the last P-47 in the bomb run over R2243.  
 E/A dove from 7000 ft and broke attack and didn't fire guns, 1535  
 hours.

## CONFIDENTIAL

2 ME262's with odd shaped tails were observed 10 miles N of HAGELAU headed NW at 9000 ft. 1700 hrs. Observed by P-47's, but no contact made.

## 324th Gp. - (10 missions, 111 sorties)

21/21 P-47's conducted fighter sweeps in the WISSEBURG, GAMBSHEIM, SPEYER, STUTTGART and KARLSRUHE area.

Time up: 1600

Time down: 1730

11/11 P-47's provided escort for medium bombers.

Time up: 1420

Time down: 1540

43/43 P-47's conducted A/R in the PIRMASINS, ZIMBRUCKEN, SAARBROCKEN area. Targets attacked were R/R at R105675, M/Y at LANDAU and M/Y at R 1667.

Time up: 1055, 1400, 1105, 1050.

Time down: 1230, 1515, 1325, 1235.

38/38 P-47's gave close support to the US 7th Army. Targets attacked were storage dumps at Q7473, Bldgs betw., PIRMASINS, AND LANDAU, M/Y at M0835 and town of OFFENBERG.

Time up: 0600, 0810, 0815, 1415.

Time down: 1015, 0940, 0950, 1615.

Tonnage: 39 ton GP and 2.25 ton of Napalm (6X750 tanks)

Claims: R/R cars 23-0-0, M/Y 1-0-3, Bldgs 24-0-0. Rail cuts 8 (4 at R105676, 3 at R165675 and 1 at M0835).. Rd blocks 1 (R105676)

Losses: 1 P-47 destroyed (cause unknown)

Damaged: 1 P-47, cat 2, due to flak.

E/A activity: Nil

## 358 Gp. - (13 missions, 145 sorties)

11/11 P-47's provided area support for medium bombers.

Time up: 1415

Time down: 1556

12/12 P-47's conducted fighter sweeps in the SAARBURG, KARLSRUHE, PIRMSHEIM, WILDBERG, area.

Time up: 1646

Time down: 1820

12/12 P-47's D/B R/R tunnel at R2090. Dropped 24X1000 lb GP bombs with good results. Claim 2 rail cuts and 14 hits in or near mouth of target.

Time up: 1426

Time down: 1610

12/12 P-47's D/B supply dump at Q916720. Dropped 24X1000 lb GP bombs with fair results.

Time up: 0820

Time down: 1016

7/7 P-47's D/B rocket gun positions at Q654593. Dropped 14X500 and 7X260 in target area with good results. Claim 6 gun positions damaged.

Time up: 1523

Time down: 1723

10/10 P-47's D/B M/Y at NEUSTADT. Dropped 20X500 on rail junction there, claim 1 rail cut and observed a large explosion which is believed to have been fuel storage within the yd.

Time up: 1648

Time down: 1810

11/11 P-47's D/B R/R tunnel at R208891. Dropped 22X1000 lb bombs with good penetration on South end of tunnel. Claim 2 rail cuts and 1 tunnel jammed.

Time up: 1405

Time down: 1600

P-47's conducted fighter sweeps in the PIRMASINS, WISSEBURG, GAMBSHEIM, OFFENBERG, ZIMBRUCKEN, SAARBROCKEN AND BIRCH AREA.

Targets attacked were supply dumps at Q7472, gun positions at Q6559 Town of OFFENBERG, and M/Y at NEUSTADT.

CONFIDENTIAL

Time up: 0810, 0835, 1110, 1121, 1140, 1630.  
 Time down: 1020, 1025, 1335, 1338, 1331, 1800.  
 Tonnage: 95.25 ton GP and 4.29 ton frags.  
 Claims: E/A in air 1-1, Bldgs 23-0-5, M/T 9-0-0, R/R cars 17-0-0,  
 Loco 1-0-0, Rail cuts 9 (3 at R2090, 3 at NEUSTADT, 2 at R2089,  
 1 at M1642), M/Y 0-0-3 (M1244, M1344 and NEUSTADT), Guns 0-0-6,  
 R/R tunnels 0-0-2 (R2089, R2090) Supply dump 0-0-1 (R745724)  
 Losses: NIL  
 Damaged: 1 P-47 cat 2, due to hitting tree.  
 1 P-47 cat 2, due to flak.  
 1 P-47 cat 1, due to combat.  
 6 P-47's cat 1, due to flak.  
 E/A: 2 ME109's observed heading NE at Q2060, 500 ft at 1540 hrs. No  
 contact.  
 20 plus ME109's in SPYER area bounced flight of 11 P-47's from  
 13000 ft at 1500 hrs. E/A made 1 pass and continued on in flight  
 to avoid combat. P-47's gave chase and claim 1 destroyed, 1 prob-  
 able and 1 damaged.

371 Co. - (6 missions, 76 sorties)

76/76 P-47's provided close support for the US 7th Army. Targets were,  
 M/Y at LINDAU, M/Y at ZWIMMERBUCKEL, woods at R 103068, troop con-  
 centration at ZACHENBUNDEN (R186195) woods at R10011.  
 Time up: 0930, 0930, 1250, 1315, 1500, 1530.  
 Time down: 1130, 1115, 1410, 1440, 1645, 1700.  
 Tonnage: GP 32, MP 21 tons.  
 Claims: Lycos 3-0-1, Rail cars 6-0-19, Bldgs 7-0-1, Rail cuts 1 (R3365),  
 M/Y 0-0-2, (R5879) ZWIMMERBUCKEL.  
 Losses: 1 cat 1 due to flak.  
 1 cat 2 due to flak.  
 E/A: 1 ME262 made pass at Sq. (R0935) 1530 hrs, 14,000 ft! E/A dove  
 through Sq. to 1000 ft then headed N. 2 P-47's chased. E/A  
 dropped bombs and went.

Provisional Rocce Co. - (32 missions, 54 sorties)

38/38 a/c conducted 19 Tac/R missions.  
 2/2 a/c conducted 1 artillery adjustment mission.  
 14/14 a/c conducted 12 P/R missions.  
 Claims: NIL Losses: NIL

FIRST FRENCH AIR FORCE1 Co. - (1 missions, 19 sorties)

19/15 Spits provided escort to M/B.  
 Time up: 1430  
 Time down: 1540  
 Claims: NIL Losses: NIL

4 Co. - (3 missions, 22 sorties)

3/3 P-47's conducted fighter sweeps in the MUELDUSE, STRASBOURG, area.  
 Time up: 1345  
 Time down: 1525  
 19/19 P-47's gave close support to the US 7th Army. Targets attacked  
 were a road junction at R141059 and a woods E of GARTSHEIM.  
 Time up: 1100, 1245  
 Time down: 1230, 1425  
 Tonnage: 7 ton, GP dropped.  
 Claims: Bldgs, 0-0-8, Rd cuts 3 at (R140058, R143059)  
 Losses: 1 P-47 due to hitting tree.

2/23 Sq. (2 missions, 4 sorties)

4/4 a/c conducted Tac/R in the OFFENBURG, ALTWEIM, BIESELACH area.  
 Claims: NIL Losses: NIL



CONFIDENTIAL

FLAK:

Intense heavy - ZWILBRUCKEN, NEUSTADT, from ZWILBRUCKEN SW to front lines, R1312, R1716, Q7653.

Moderate heavy - BAD KREUZBACH, BINGEN, LANDAU, PIRLSHEIM, SPEYER, GEMERSHEIM, R 2016, Q6559, R2439.

Scant heavy - BIEVRE, KARLSRUHE, M1344, Q7086, Q 6666, R2032, R2334, R3365, R3585.

Intense light - BAD KREUZBACH, OFFENBERG, NEUSTADT, M 0835, R1312, R2016, R1712, R1906, R2337, R2334, R1112, R2439.

Moderate light - HAMBURG, LANDAU, ZWILBRUCKEN, BIEVRE, M 1244, R2959, R 1667, Q6559, R2234, R2486, R2436.

Scant light - PIRLSHEIM, M 1344, Q7086, Q7363, Q7472, R2243, 6 balloons, over GEMERSHEIM 3000 ft.

Gen. Activity 16 Jan

A total of 4 ME262's and approximately 25 ME109's were sighted and encountered by First Tactical Air Force units. Only 2 ME262's were sighted together and the other two were sighted alone. These sightings were in the general area of HAGELAU. The 2 single flying a/s made each made 1 pass at our formation. Of the ME109's sighted, 20 made 1 pass at a flight of 11 P-47's then continued in flight. The a/s were not very aggressive and had the tendency to avoid combat, where -over possible.

GROUND REPORTS

79th Div reports 1 Jot Propelled plane dropped 2 bombs NE of KUEHLTODEN (R1435) at 1515 hours. No report of damage.  
At 1615 hrs Enemy Jot dropped 10 bombs on LAHWEILER (R1236).

OBSERVATIONS

6 Barrage balloons 6, 000 ft over GEMERSHEIM. 1 Loco and 15 Box-cars going W. R3265. 100 plus box-cars at ZWILBRUCKEN. M/Y. 1 Barrage balloon at GEMERSHEIM, 2500 ft. Both permanent R/R and highway at GEMERSHEIM R4669 serviceable. 2 trains 15 plus box-cars each stationary Q4074. 1 Loco stationary no steam Q4673. 2 M/T parked in front large tent and 2 small tents Q4173. 200 plus box-cars KAISERLAUTERN M/Y. Black smoke in town R305315. 6 camouflaged huts in town R240363. Fighters believe bombers hit BIEVRE. 100 plus box-cars on siding Q990735. 2 M/T R225670, 1 going E. and 1 W. 1/2 mile North of OFFENBERG saw many artillery shells bursting. One small boat crossing Rhine going East at R160125. 30 box-cars HAMBURG M/Y; 20 plus RR cars in M/Y L586613. 4 trains box-cars each. 2 trains 30 flat cars each Q906723. Main road PIRLSHEIM to LANDAU appears to have been in use, no traffic. Possible supply dump, 1 shaped blage R360266, 1 blage at R320399 possible dump. 5 large camouflaged huts under white nets in open field on hill believed to be Q950645. 3 heavy flak guns along RR Q740725. 75 Box-cars, snow on top, M/Y Q9075.

STATUS OF COMMUNICATIONS

In the RHINE MOSELLE triangle rail movement to the South West from QUELINZ is believed possible, with the restoration of the SIEGEN Rail bridge, as far as MOSELLE bridge, which, although repair activity is observed, is still unserviceable. South East on the West bank of the Rhine at least as far South as LANDAU and GEMERSHEIM, (a cut on the GEMERSHEIM line by Fighter-Bombers will probably temporarily prevent traffic South beyond this point) traffic is possible in the general North and South direction as well as across the Rhine where most of the bridges are still serviceable in spite of recent bombings.

Examination of photos taken 14 Jan reveals the Northern-most BAD MINTSTER rail bridge is virtually destroyed and will prevent traffic South from BAD KREUZBACH to KANIKIRCHEN, HAMBURG, KAISERLAUTERN. Fighter Bombers collapsed the ends of a tunnel on the KAISERLAUTERN NEUSTADT line preventing restoration of a direct route for another few days.

CONFIDENTIAL



C O N F I D E N T I A L

Four tail cuts in the ZWIEBRUCKEN LANDAU line yesterday just East of THLEIS-CHWEILLER junction and two today West of LANDAU should keep that line interrupted for another day.

The M/Y's in this triangle show no great activity. 200 Box-cars were seen in M/Y at ZWIEBRUCKEN 100 Box-cars at HOMBURG, SAAR (which is fully servicable with moderate activity although the local shed is 50% unservicable) but lines are unservicable from there to ALSTADT and HOMBURG ( SAAR ALSTADT ).

200 Box-cars were observed in NEUNKIRCHEN (occupied 75% by unservicable equipment). M/Y at ALEY (no movement seen) and ZWIEBRUCKEN more  $\frac{1}{2}$  full. EISENROSEN  $\frac{3}{4}$  full and NEUSTADT contained 170 R/Load cars.

No movement was observed near rail bridge at GIESE SHIM but 100 Box-cars were seen between nearby SCHLESSELSSTADT and SPYER and 100 Box-cars in FRANK-ENTHAL ( 15 - 20% loading activity). In the entire triangle rail movement has been very limited which may mean that a large part of the enemy traffic has been forced by the recent interdictions onto the highways, as reconnaissance reveals all roads worn clear of snow. Not much M/T activity has been noted during day time but evidently the bulk of such movement is being conducted under cover of darkness.

The rail yds and rail roads on the Eastern side of the river are active. KARLSRUHE, SEUFERT, VILLINGEN and the entire BLACK FOREST network was perhaps more active than usual, though not really heavy.

The direct hit on the AASTATT rail bridge by medium bombers should interfere with traffic from the KARLSRUHE area South to the Eastern side of the Black Forest.

C O N F I D E N T I A L

E A F

[illegible]

செய்தது: 1944. பிப்ரவரி: 1944.

735 Access to 8 AF Leaders.  
Cite: 3: 111. Journal: 111.

R.A.F.

No. of ratings: 4 (100%)

in section 3 in water.

**A**

243/010 2011-01-17 (17) at 11:00  
 01:00: 11:00-11:15. Location: 11.

[illegible]

B.A.F.

Dry 16 Jan  
9th Bomber Command

37/33 a/c on KOHLBERG (N05) M/T repair shop 62.5 tons, good.  
74/61 a/c on ZEMLENZ (K97) Communications, 118, excellent.  
67/50 a/c on BULLY (L56) 2 1/2 bridge, 97, good.  
67/52 a/c on MOUNTED (F61) 3/4 bridge, 120, good.  
76/64 a/c on SINZIG, (F 61) 2/4 bridge, 114, good.  
38/37 a/c on HALLSCHLAG (L09) Communications, 55, good.  
3 a/c on ABERNETHY (F50) city, 6, good.  
Claims: NIL Losses: NIL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

IX TAC

190/183 a/c gave escort to W/3 and air cooperation to the 1st US army.

Tonnage: 39 tons GP, 10.1 tons frags, and 6 rockets.

Claims: M/T 65-C-25, AFV 5-C-5, Bldgs 17-C-0, Rail cuts 1, Highway cuts 8.

Losses: NIL

XIX TAC

473/469 Air cooperation to 3rd, 8th and 12th Corps, A/R in St. VITH area, routine patrols and escort to the 3th A.F.

Tonnage: 19.5 tons GP 11.25 tons frags, 38 Rockets and 69 Rockets.

Claims: E/A in air 14-C-3, M/T 341-C-54, Locos 7-C-9, AFV 25-C-31, R/R cars 243-C-432, Bldgs 55-C-25, Guns 7-C-17, Rail cuts 49, Highway cuts 2.

Losses: 5 a/c (1 due to flak, 3 due to E/A, 1 unknown)

XXIX TAC - (204/190 section)

79/76 on air cooperation to the 1st, and 9th US army.

125/122 on Reco.

Tonnage: 33.25 GP and 1.4 frags.

Claims: M/T 5-C-1, Locos 4-C-1, R/R cars 76-C-43, Bldgs 20-C-11, Rail cuts 3, Highway cuts 2.

Losses: NIL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 17

Period 161800 to 171800

| MISSIONS      |      |       | CLAIMS                                   |         |         |
|---------------|------|-------|--|---------|---------|
| XII TAC       | WEAF | TOTAL | XII TAC                                  | WEAF    | TOTAL   |
| 4             | 4    | 8     | M/T                                      | 1-0-1   | 1-0-0   |
| SORTIES       |      |       | LOSSES                                   |         |         |
| XII TAC       | WEAF | TOTAL | Lost                                     | Damaged | Missing |
| N/F           | 4    | 4     | XII TAC                                  | 0       | 0       |
| Fighters      | 4    | 4     | WEAF *                                   | 0       | 1       |
| Total:        | 4    | 8     | Total:                                   | 0       | 1       |
| TONNAGE: Nil. |      |       | * 1 a/c damaged in landing, Cat unknown. |         |         |

NOTE: Additional tonnage for French TAC for Cosum Number 16: 1.5 GP.

NOTE: Additional report for Cosum Number 15: WEAF: Sorties 23, Missions 12.

## SORTIES

|             | Fighters | F/B | Tac/R | Total |
|-------------|----------|-----|-------|-------|
| TONNAGE: 7. | 5        | 14  | 4     | 23    |

42nd Bomb Wing: No operations due to weather.

## XII TAC

415 Night Fighter Sq - Fight 16/17 Jan.

4/4 Beaufighters flew 3 patrols and combination patrol-intruder mission.  
3 patrols returned early due to engine trouble. Intruder mission covered WISSEBURG-LANDAU area.

Observations: Large fires in WISSEBURG and BISCHWEILER.

E/A: Vectored to bogie but no contact.

Claims: M/T 1-0-1. Losses: Nil.

OTHER GROUPS NO OPERATIONS DUE TO WEATHER.

FIRST FRENCH AIR CORPS: No operations due to weather.

## WESTERN FRENCH AIR FORCE

Day 17 Jan. (4/4 a/c, 4 missions).

2/2 a/c flew 2 scrambles. A German plane was seen taking off from MEDIS airfield in ROYAN sector. Due to mist our a/c could not get altitude and were obliged to land again.

2/2 a/c flew 2 coastal missions.

Claims: Nil. Losses: Nil.

C O N F I D E N T I A L9th AFNight 16/17 Jan. (22/18).

- 5/3 Blackwidoes defensive patrols in 9th US ARMY area.
  - 2 Mosquitoes - defensive patrol 3rd US ARMY.
  - 8 Blackwidoes - defensive patrol 3rd US ARMY.
  - 2 Blackwidoes intruder patrol TRIER-L22\*, HAMBURG-Q71\*, SAARBURG-111\* areas. 8 projectiles were fired on R/R center at NUREMBERG-Q58\*, and HAMBURG\*, NRO. Also attacked scattered M/T.
  - 3/1 Bostons on Photo Recce.
  - 1 Boston on Leaflet Drop.
  - 1 Blackwidow on Weather Recce.
- Claims: N/T 5-0-0. Losses: Nil.

Day 17 Jan: No operations due to weather.2nd TAFNight 16/17 Jan. (29).

- 25 Mosquitoes on A/R in HEINSBURG-K87- area.
  - 4 Mosquitoes on Fighter operations VENLO and RUHR areas.
- Claims: Nil. Losses: Nil.

Day 17 Jan. (157).

- 3 M/B DUNKIRK fort. 2 tons hit S-E corner.
  - 28 A/R HOLLAND and MUNSTER-A87-battle area.
  - 16 Immediate air cooperation - aborted due to weather.
  - 58 Prearranged air cooperation.
  - 30 Recce.
  - 22 Defensive patrols.
- Claims: E/a in air 0-0-1 ME-109, W/T 6-0-1, Locos 0-0-2, R/R cars 2-0-0, R/R cuts 1.
- Losses: 2 a/c, cause unknown.

8th AFDay 17 Jan. (1034/960).

- Bombers - 700/665. Fighters - 334/295.
- 44/40 HAMBURG-855, GRANEROCK, RHEINIA OSSAG oil refinery, 106.2, fair-good.
  - 38/34 HAMBURG ALLRECHT oil refinery, 100, fair-good.
  - 153/0 Aborted.
  - 76/73 Forts HAMBURG U-boat yards, 197 GP 27 IB, fair-good.
  - 152/397 Forts ALTENBECKEN R/R center-(near PADERBORN-B85), 1106 GP, 47.5 IB, NRO.
  - ✓153/37 BIELEFELD-SHILDESTHE-B58, R/R viaduct, 105 GP, NRO.
  - 84/78 Libs HAMBURG-844 RHEINIA oil refinery, 187 GP, fair-good.
  - 0/1 BORKUM-Q35 airfield, 3 tons, NRO.
  - 0/5 Unidentified targets of opportunity, 14.5 GP, NRO.
  - 334/295 Fighters escort to Bombers and strafing.
- Claims: R/R cars 26-0-52, Locos 13-0-0, Switch houses 5-0-1, High tension towers 2-0-0.
- Losses: 10 bombers-(8 to flak, 1 unknown, 1 Cat B) and 7 fighters-(3 to flak, 1 mechanical, 1 unknown, 2 MYR believed safe).

RAF BOMBER COMMANDNight 16/17 Jan. (1245/1142).

- 370/330 MAGNEMING-Y60, synthetic oil, 419 HE, 641 IB, excellent.
- 328/309 Lancas G81TZ, synthetic oil, 1304 HE, 20 IB, excellent.
- 237/234 BRUX, synthetic oil, 856 HE, 5 IB, good.
- 146/126 Lancas MARNE-MICHEL, synthetic oil, 563 HE, 5 IB, good.
- 17/17 Mosquitoes, MANNHEIM-M50\* city, 11 HE, 2 IB, very good.
- 9/8 Mosquitoes, HAMBURG city, 7 HE, 1 IB, good.

CONFIDENTIAL

31/11 Mine laying.

107 Intruder and Special operations.

Claims: E/a in air 4-0-0. Losses: 28 to flak and E/A.

Day 17 Jan: No operations due to weather.

\* Refers to First TACAF targets.

GAF ACTIVITY- 17 Jan.

Reported by 64th Fighter Wing: At 2205 on 17 Jan an unknown number of enemy para-troopers dressed in US ARMY uniforms were reported to have been dropped 12 miles N-E of LUREUIL-KOC. 3 enemy paratroopers were captured and one was killed. It is believed that there were more than 4 men dropped in the area. An aircraft was heard overhead at the time the Germans were captured.

Reported by Western French Ground Forces: One or two enemy aircraft landed around 170015 in the region of ROYAN. At least one enemy aircraft left at 170200. This enemy air activity seems to indicate nothing more than attempts to supply trapped German forces from the air.

Reported by Western French Air Force: One enemy aircraft was seen taking off from MEDIS airfield in ROYAN sector. Two aircraft were scrambled to meet this enemy aircraft but could not get altitude due to mist and were forced to return to base. No time was given on this report.

STATUS OF COMMUNICATIONS

No change in enemy communications status in this sector as neither this Air Force nor the 9th Air Force operated during the day. The 9th Air Force operations on Night 16/17 did not change the status.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

COSUM NUMBER 18

Period 171800 to 181800

| MISSIONS      |              | CLAIMS |
|---------------|--------------|--------|
| XII TAC: 1    | FR TAC: Nil. | Nil.   |
| SORTIES       |              | LOSSES |
| XII TAC       | FR TAC       | Nil    |
| Tac/R         | 2            | Nil.   |
| TONNAGE: Nil. |              |        |

42nd Bomb Wing: No operations due to weather.

## XII TAC

Prov Recce Gp - (1 mission, 2 sorties).  
2/2 a/c conducted 1 Tac/R mission in HAGENAU area.  
Claims: Nil. Losses: Nil.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

FIRST FRENCH AIR CORPS: No operations due to weather.

## WESTERN FRENCH AIR FORCE

Report 16 Jan. previously not received: (4 missions, 23 sorties).

2 missions, 2 sorties Tac/R LA ROCHELLE area.  
1 mission, 20 sorties strafed enemy troop movements North of LA ROCHELLE.  
1 mission, 1 sortie P/R.  
Claims: Nil. Losses: Nil.

Report 18 Jan: No operations due to weather.

## GAF ACTIVITY - 18 Jan.

No GAF sightings 18 Jan. Reports over radio: 1543-1610 - Recce a/c STRASSBURG.  
1736-1744 - a/c landing STUTTGART.

## STATUS OF COMMUNICATIONS

The past ~~4~~ days of bad weather prevented flying in the 7th Army sector and has given the enemy time to repair the recent rail cuts and restore traffic on the E-W lines between KAISERSLAUTERN and MAINHEIM or SPEYER and NUREMBERG and LANDAU.

It is doubtful that the ROHNWEILER and BAD-MUNSTER bridges have been repaired, which would mean that any BINGEL-NEUSTADT traffic required shuttling.

Night fighters on the night of 16/17 Jan. observed heavy highway traffic in the vicinity of SARRBRUCKE, LEBACH, HOMBURG, NUREMBERG and ST WENDEL, confirming that a great deal of M/T activity takes place at night and indicating that those are still vital supply points for his troops in that area.

Observations of M/T activity and rail movement on 16 Jan. indicates normal supply transport by rail across the Rhine to LANDAU-NEUSTADT area and thence further West and South by M/T. Some troop movement may be taking place, but no evidence of a major shift was seen.

CONFIDENTIAL

## CONFIDENTIAL

Movement South of KARLSRUHE appears somewhat heavier than justified by normal supply requirements. A ferry is operating in the vicinity of the RASTATT Rhine rail bridge. Medium bombers attacking on the 16th may have damaged the RASTATT-MURG river rail road bridge. Strike photos do not show positive interdiction.

On the East bank of the Rhine opposite BISCHWEILER on 16 Jan. there was very heavy M/T and supply activity which may indicate a large build up in support of his bridgehead North of STRASSBURG.

Intelligence requirements:

1. Indications of repair activity or movement on BINGEN-NEUSTADT-LANDAU-FIRMASENS-NEUSTADT-KAISERSLAUTERN rail lines.
2. Indication of Bivouac areas, supply installations, troop movements, M/T or AFV parks in area KARLSRUHE-OFFENBURG.

## 9th AF

Night 17/18 Jan: No operations.

Day 18 Jan.

9th Bombardment: No operations.

9th TAC

5 sorties scrambled against E/A, uneventful, no claims, no losses.

19th TAC: No operations.

29th TAC:

3 sorties scrambled against E/A, uneventful, no claims, no losses.

## 2nd TAF

Night 17/18 Jan. (139 sorties).

110/106 Mosquitoes attacked enemy billets at ECKELINZ(K97), WEGBERG (K98), NIEDER-KROCHTEN and HEINISBERG(K87). Attacked M/T in same area.

29 Mosquitoes defensive patrols.

Claims: E/a in air 1-0-0-JU-88, M/T 1-0-14.

Losses: 3 a/c, cause not reported.

Day 18 Jan. (18 sorties).

8 a/c on uneventful scrambles.

10 a/c on Recce.

Claims: Nil. Losses: 1 a/c, cause not reported.

## 8th AF

Day 18 Jan. (Bombers 114, Fighter escort 113).

114/114 a/c attacked KAISERSLAUTERN-(R09)-M/T, 276 GP, 55.3 IB, NRO. 80 Bombers and 5 Fighters diverted to Continental bases.

Claims: Nil. Losses: 1 Fighter.

## RAF Bomber Command

Night 17/18 Jan. (168 sorties).

72/68 Mosquitoes on MAGDEBURG-(Y60), 72 tons HE, results good.

8/7 Mosquitoes RUTHER oil storage depot, 9 tons HE, NRO.

3 Mosquitoes on intruder patrol in ECKELINZ-(L89), MANNHEIM-(M50), FRANKFURT-(M67), COLOGNE-(F45), 3 HE, NRO.

45 a/c on Bomber support.

Claims: Nil. Losses: Nil.

Day 18 Jan: No operations due to weather.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (FEGV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 19

Period 181800 to 191800

MISSIONS

| WFAF | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|------|---------|--------------|--------|-------|
| 1    | 25      | 4            | 5      | 35    |

SORTIES

|        | WFAF | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|--------|------|---------|--------------|--------|-------|
| Ftrs   | 1    | 24      |              |        | 25    |
| F/B    |      | 212     |              | 33     | 245   |
| M/B    |      |         | 61           |        | 61    |
| Tac/R  |      | 12      |              | 2      | 14    |
| P/R    |      | 2       |              |        | 2     |
| Total: | 1    | 250     | 61           | 35     | 347   |

| TONNAGE: | GP  | MP  | NAPALM | FRAGS | TOTAL  |
|----------|-----|-----|--------|-------|--------|
|          | 127 | 3.5 | .75    | 1.04  | 132.39 |

CLAIMS

| WFAF  | 42 BOMB WING | FR TAC           | XII TAC |
|---|--------------|------------------|---------|
| NIL   | NIL          | NIL              |         |
| * LOCATIONS: R/R cuts- WC33022, W1224, and W1919. |              |                  |         |
| M/Y- W2179.                                       |              |                  |         |
| Road bridge- R171171.                             |              |                  |         |
| Road block- R171171.                              |              |                  |         |
| ** Crew unable to report number of each.          |              |                  |         |
| Bldgs   | 91-0-25      | R/R cars         | 4-0-1   |
| R/R cuts *  | 3            | Locos            | 0-0-1   |
| M/Y *   | 0-0-1        | MDV              | 2-0-2   |
| M/T   | 2-0-3        | Barges           | 5-0-0   |
| Tanks *   |              | Pontoon sections | 0-0-3   |
| M/T **  | 20-0-0       |                  |         |
| Rd Bridge *                                       | 0-0-1        | Rd Block *       | 1       |

LOSSES

|         | WFAF | XII TAC | 42 BOMB WING | FR TAC | TOTAL |
|---------|------|---------|--------------|--------|-------|
| Lost    | 1    | 1       | 2            | 0      | 4     |
| Damaged | 0    | 3       | 0            | 1      | 4     |
| Missing | 0    | 0       | 0            | 0      | 0     |
| Total:  | 1    | 4       | 2            | 1      | 8     |

XII TAC: 1 R-47 lost, crashed while strafing, cause unknown, pilot M. I. A.  
3 R-47's Cat 1 flak.

- 1 -

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

## CONFIDENTIAL

42 BOMB WING: 1 B-26 Cat 3 crashed at base while landing in snowstorm - had engine trouble - crew safe.  
1 B-26 lost, cause unknown, crashed 8 miles S-E of BESANCON - entire crew of six believed killed.

FR TAC: 1 P-47 Cat 1 flak.

WEAF: 1 A-24 lost, cause unknown - two killed.

## 42 BOMB WING

320 Bomb Gr - (2 missions, 28 sorties).

3/0 B-26's flew one mission that was aborted due to weather at target. Primary target was supply dump at R249027 and dropping of windows in advance of main formation attacking ACHEN M/Y. Formation turned back at W2763. All bombs brought back.  
27/0 B-26's flew one mission that was aborted due to weather at target. Primary target was ACHEN M/Y at R241036. 1 a/c returned early due to mechanical trouble, and one left formation at V0235 at 1410 hrs. This a/c crashed 8 miles S-E of BESANCON - entire crew of six believed killed. Formation turned back at W2763. All bombs returned.

E/A: Nil. Observations: Nil. Claims: Nil. Tonnage: Nil.  
Losses: 1 B-26, cause unknown, crew of six believed killed.  
Times up: 1300, 1302. Times down: 1526, 1528.

17 Bomb Gr - (2 missions, 33 sorties).

19/0 B-26's flew one mission that was aborted due to 10/10 cloud at 10,000 feet in target area. Target was RASTATT R/R bridge at R351286. Five a/c returned early as they could not join up. 4x1,000 lb. GP bombs salvoed at J9040 at 1600 hrs by a/c with engine trouble. All other bombs returned.  
22/0 B-26's flew one mission that was aborted due to overcast in target area. 3 a/c aborted early, 2 due to mechanical failure, and one due to sick crewman.

E/A: 4 ME-109's seen in vicinity of PROFFERDORF, at 8,000 feet, at 1548 hours by flight of 19 B-26's - no encounter.  
Observations: Nil. Claims: Nil. Tonnage: Nil.  
Losses: 1 B-26 Cat 3, crashed at base while landing in snow storm, had engine trouble, crew safe.  
Times up: 1350, 1357. Times down: 1730, 1620.

## XII TAC

415 Night Fighter Sq - Night 18/19 Jan: No operations due to weather.

50th Gr - (72/72 - 5 missions).

72/72 P-47's flew 5 close support missions. M/Y at R6750 bombed, IFO. Town at R63044 large fire started. 13 tons in target area at HERLSHEIM, 70 buildings destroyed and large explosion. Supply dump at R291235 red flames and red smoke seen. DIERSHEIM-R112053. Observations: Germans using white on town of GALLSHEIM. 2 empty barges at R125085. Great red glow 8 miles south of STRASSBURG. Claims: Bldgs 71-0-0. Losses: Nil. E/A: Nil.  
Damaged: 1 P-47 Cat 1 flak. Tonnage: 20.5 GP, 1.25 MP.  
Times up : 1610, 1551, 1344, 1258, 1311.  
TOT : 1635, 1645, 1435, 1350, 1345.  
Times down: 1729, 1740, 1538, 1434, 1511.

324 Gr - (41/41 - 4 missions).

41/41 P-47's flew 4 D/E missions. Barges along the Rhine were given as targets, but none were found. Towns bombed as targets of opportunity were: town of WERTH, and M/Y at R387503, ZIMBRUCKEN-IFO, 14 hits in town of NIEDERODEN, train at W0382-railcut made there.

CONFIDENTIAL

Observations: No activity on Rhine North of RASTATT and flights were unable to see Rhine South of RASTATT. R/R bridge knocked out at R274271. HATTEN on fire. 3 tanks facing South in clearing at R226325 with corise panels displayed near tanks.  
 Claims: R/R cars 1-0-1, Blags 14-0-15, R/R cuts 1 at R033622.  
 Losses: Nil. Damaged: 1 P-47 Cat 1 flak.  
 E/A: 2 unidentified fighters seen near RASTATT flying South at 1620 at 15,000 feet. No contact. At 1615 hours 1 unidentified twin engine E/A at 6,000 feet flying E-W 15 miles North of STRASSBURG.  
 Tonnage: 20 GP, .75 Napalm.  
 Times up : 1545, 1240, 1250, 1535.  
 TOT : 1630, 1345, 1335-1350, 1620.  
 Times down: 1725, 1450, 1455, 1715.

358 Gp - (76/76, 7 missions). *and Cooperation*

76/76 P-47's flew 7 close support missions, doing A/R after 3 of them. Pontoon sections bombed at R4551, no hits. By strafing, 3 sections were damaged. All hits in target area on concentration of tanks at R1112. Heavy personnel and equipment bombed in woods at R1010-110. 20 M/T and tanks destroyed on both sides of Rhine at R1010, and German personnel killed. LITZERSHEIM bombed at R3025-110. Hits in E-E section of HERLSHEIM. GENGELACH M/Y damaged with 8 tons of 1,000 pounders.  
 Observations: 2 large vans going West at R1884 around 1530 - painted white and had red crosses on them. 30 plus flat cars and loco going West at R4366 - loaded with crates. Possible pier at R0702.  
 Fires in GERMERSHEIM.

Claims: Loco 0-0-1, R/R cars 3-0-0, Blags 6-0-10, M/Y 0-0-1 at R2179, R/R cuts 1 at R1884, EDV 2-0-2, M/T 2-0-3, Barges 5-0-0, Pontoon sections 0-0-3, Tanks and M/T 20-0-0.

Losses: 1 P-47 crashed while strafing, pilot M. I. A.  
 Damaged: 1 P-47 Cat 1 flak. E/A: Nil.  
 Tonnage: 62.5 GP, 2.05 MP, 1.04 Frags.

| Times up | Times over target | Times down |
|----------|-------------------|------------|
| 1445     | 1510-1610         | 1645       |
| 1500     | 1540-1630         | 1700       |
| 1519     | 1600              | 1714       |
| 1500     | 1528-1605         | 1630       |
| 1142     | 1215-1245         | 1345       |
| 1245     | 1240-1310         | 1419       |
| 1105     | 1220-1300         | 1345       |

371 Gp - (47/47 - 4 missions).

24/24 P-47's on 2 escort missions to B-26's.

23/23 P-47's on 2 close support missions bombing highway bridge across Rhine at R171171, 1 hit on West end and bridge damaged - road block made. R/R cut made at W1999.

Observations: Nil. E/A: Nil. Tonnage: 10.25 GP, 3 MP.

Claims: Road bridge 0-0-1 at R171171, Road block 1 at R171171.

Losses: Nil.

Times up : 1335, 1405, 1550, 1319.

TOT : - - - - 1600, 1350-1445.

Times down: 1503, 1625, 1721, 1526.

Prov Recce Gp - (14/14 - 8 missions).

12/12 a/c flew 5 Tac/R missions.

2/2 a/c flew 2 P/R missions. All in BASLE, LORRACH, RHINE VALLEY, and BERSACH area. R/R bridge at BERSACH is in.

Claims: Nil. Losses: Nil.

CONFIDENTIAL

CONFIDENTIALFIRST FRENCH AIR CORPS1st Group: No operations.3rd Gp - (22/21 -- 2 missions).

22/21 P-47's flew 2 close support missions. MULHAUSEN road bridge at V7612 bombed, but only near misses were made.  
 Observations: Nil. Claims: Nil. Losses: Nil. Tonnage: 10.5 GP.  
 Times up 1530, 1510. Times over target 1605, 1550. Down 1655, 1640.

4th Gp - (11/11 -- 1 mission).

11/11 P-47's flew 1 close support mission against H/R crossing at R106108.  
 4 direct hits, several explosions with red smoke.  
 Observations: Numerous H/T at R106108, vehicles scattering, possibly hit. Intensive artillery fire at R1010.  
 Claims: Nil. Losses: Nil. E/A: Nil.  
 Damaged: 1 P-47 Cat 1 flak.  
 Time up 1545, time over target 1740, time down 1645.

2/33 Tac/R Sq - (4/2 -- 2 missions).

4/2 a/c flew 2 visual recon missions, one aborted, in sorties BASLE, BERSACH, EMMENDINGEN, FREIBURG and MULHAUSEN.  
 Observations: Road bridge at CHALLERPE open, but pontoon section nearby.  
 Claims: Nil. Losses: Nil.  
 Times up 1455, 1500. Times down 1530, 1640.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCE - (1/0 -- 1 mission).

1/0 A-24 flew 1 liaison mission in its' sector.  
 Claims: Nil. Losses: 1 A-24, cause unknown, 2 men killed.

G. A. F. ACTIVITY - 19 Jan.

By air: 4 ME-109's seen in vicinity of PROFFENHOFEN, 2 unidentified fighters near BASTATT, 1 unidentified twin engine 15 miles North of STRASBURG were all the E/A reported. No encounters and no jet propelled E/A sighted.  
 By 79 Div: At 1830 hours 1 E/A dropped one bomb and strafed in HAGEMAN at R0424.  
 E/A was not engaged and no casualties were suffered.

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

2nd TAC

Night 18/19 Jan.

- 6 Mosquitoes on defensive patrols East of MASTRICHT, North of BRUSSELS and NIJMEGEN (N76), and South of HOLLAND.  
Claims: Nil. Losses: Nil.

Day 19 Jan. - (35 A/R).

- 25 3 Missions in UTRECHT-(M19), OSNABRUGH-(W20), MUNSTER-(A97) areas.  
10 Recce.  
Claims: M/T 1-0-4, Locos 0-0-5, WRO 2-0-2.

9th AFNight 18/19 Jan: Nil.Day 19 Jan. - (280, 216 F/B, 64 A/R).9th TAC

- 58/42 6 Missions, air cooperation 1st Army, A/R and 1st Army battle area, alert missions. Tonnage: 33 GP, 2.99 Frags.  
Claims: Nil. Losses: Nil.

19th TAC

- 154/149 17 Missions air cooperation 3rd, 8th and 12th Corps, A/R in TRIER-(L22) and ST VITH-(P68) areas. Tonnage: 57.5 GP, 2.34 Frags, 4 IB.  
Claims: M/T 3-0-0, AFV 2-0-0, R/R cars 45-0-35, Gun positions 6-0-0, Bldgs 6-0-0, R/R cuts 9, Highway cuts 9, M/Y 0-0-1, HDV 20-0-0.  
Losses: 4 a/c to flak.

29th TAC (under control 2 TAF).

- 4 Defensive patrols and airfield cover.  
Claims: Nil. Losses: Nil.

Recce.

64/32

8th AF

NOT.

R. A. F.Night 18/19 Jan. - (75).

- 56 Mosquitoes ST ERHRADE, NRO.  
12 Mosquitoes nuisance DUSSELDORF-(F39), KASSEL-(C20) experimental, ROERLENZ, NRO.  
7 Mosquitoes oil storage depot ROTHEN-(V13).  
Claims: Nil. Losses: Nil.

NOTE: \* represents First TACAF targets.

CONFIDENTIAL

THIS IS PART A OF THE UNCLASSIFIED

CONFIDENTIALCOMMUNICATIONS SUMMARY

The most activity in the sector was observed opposite STRASBURG from OFFENBURG to LUDWIGSHAFEN where the M/Y was 2/3 full and 10 locos had steam up. 2 M/T were observed going N in the vicinity of HOCKELHEIM. 30 M/T were S-W of RASTATT and 10 Tanks in vicinity of FREISTATT, HDV and M/T activity in vicinity ACHEN, where 50 plus boxcars, no loco, were reported. Between FREISTATT and SPEYER 5 self-propelled barges are active as ferries.

No movement seen further north in Rhine Valley although at VILLINGEN there has been a slight but steady build up of boxcars. 40 boxcars were reported in DORACH, which is not unusual.

Rocco reveals that the SIMMERAN rail bridge in the Moselle Rhine river triangle is in which would allow traffic S-W from COBLENZ as far as KOTTWILLER where the rail bridge is believed still out, but where it might be possible to transship for points further south.

Considerable repair activity was observed in ST WENDEL M/Y which was believed 20% serviceable on the 16th.

No movement seen in SAARGEMUND, SAARLAUTER.

On the 16th Jan photo cover of KAISERSLAUTERN showed 3 cuts on all tracks on the west side of the city. Heavies attacked on the 17th, but no information is available as to result. To the east rail cuts were effected between MARVEN and LANGHEIL and LANGHEIL and ECKELBACK and HOCHSPYER and NEUSTADT as no major damage was observed it is believed the lines will be only temporally unserviceable.

No observation was reported on BAD-KONIGSBERG.

PW's report LANDAU and METZELER have been designated as detraining, entraining and rest centers. Although the M/Y at LANDAU has been temporarily out of commission, troops are detrained at LANDAU and METZELER and marched to the front. The electric trolley line between LANDAU and NEUSTADT is being used daily for military traffic.

A train of 30 plus flats loaded with crates was observed going west towards LANDAU from GERMERSHEIM consistent with recent activity in that vicinity.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

C O N F I D E N T I A L

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

COSUM NUMBER 20

Period 191800 to 201800

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| <u>MISSIONS</u> |                |               |              | <u>CLAIMS</u>      |                |                |              |
|-----------------|----------------|---------------|--------------|--------------------|----------------|----------------|--------------|
|                 | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |                    | <u>XII TAC</u> | <u>FR TAC</u>  | <u>TOTAL</u> |
|                 | 8              | 2             | 10           | B/A in air         | 5-0-0          |                | 5-0-0        |
| <u>SORTIES</u>  |                |               |              | M/T                | 2-0-2          |                | 2-0-2        |
|                 | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> | Bldgs              | 16-0-4         |                | 16-0-4       |
| F/B             | 83             | 6             | 89           | Gun -              |                |                |              |
| N/F             | 2              |               | 2            | pos.               | 0-0-1          |                | 0-0-1        |
| Tac/R           |                | 2             | 2            | M/Y*               | 0-0-1          |                | 0-0-1        |
| Total           | 85             | 8             | 93           | Rail-              |                |                |              |
| <u>TONNAGE:</u> |                |               |              | cuts*              | 1              |                | 1            |
|                 | <u>F/B</u>     |               |              | Locos              | 0-0-1          |                | 0-0-1        |
| G.P.            | 43.50          |               |              | EDV                | 5-0-0          |                | 5-0-0        |
| M.P.            | 2.10           |               |              | BARGES             | 2-0-2          |                | 2-0-2        |
| Frag            | 58             |               |              | PIERS*             | 1-0-0          |                | 1-0-0        |
|                 | 46.18          |               |              |                    |                |                |              |
| <u>MISSIONS</u> |                |               |              | <u>LOSSES</u>      |                |                |              |
|                 |                |               |              | <u>Lost</u>        | <u>Damaged</u> | <u>Missing</u> |              |
|                 | 4              |               |              | XII TAC            | 1              | 2              | 0            |
| <u>SORTIES</u>  |                |               |              | FR TAC             | 0              | 0              | 0            |
|                 | <u>F/B</u>     |               |              | Total:             | 1              | 2              | 0            |
| Tac/R           | 1              |               |              | <u>LOCATIONS *</u> |                |                |              |
| Total:          | 9              |               |              | Rail cut:          | W0377          |                |              |
| Tonnage:        | 6 ton GP       |               |              | Pier :             | V7585          |                |              |
|                 |                |               |              | M/Y :              | S7430          |                |              |

( Western French Air Force Report for  
20 Jan. received late.)

XII TAC:

1 P-47 lost, cat 3, due to belly-landing.  
2 P-47's damaged, cat 1, due to flak.

C O N F I D E N T I A L

## CONFIDENTIAL

## XII TAC

415th Night Fighter Sq. - Night 19/20 Jan

2/2 a/c conducted 2 patrols with-out incident.

Claims: NIL

Losses: NIL

50th Gp. - 3 missions, 47 sorties

47/47 P-47's conducted 3 air cooperation missions with the 7th US Army.

Targets attacked were Bldgs at B435218, Barrack type Bldgs in wooded area., at S0402. 24X500 and 8X100 bombs were egg basketed on town 7 mi NE of STRASBURG by instruction from controller.

Times up: 0901, 0910, 0935.

Times down: 1132, 1136, 1201.

Tonnage: 13 ton GP, .58 ton Frags, .55 WP, Total: 14.13 tons

Claims: B/A 5-0-0, Bldgs 6-0-3, M/T 0-0-2, Rail cuts 1 (S 0377).

Losses: 1 P-47 cat 3, due to belly-landing.

Damaged: 1 P-47 cat 1, due to flak.

E/A activity: 5 ME109's were seen at 1100 hrs on deck near IDRAUSCHINGEN (W 5329). One flight of P-47's made an attack and claim 5-0-0. E/A painted black under fusilage and white on top with black crosses.

358th Gp. - 3 missions, 36 sorties

36/36 P-47's conducted 3 armed Recon missions in the MULHOUSE, ZWILLERHOF, COLMAR areas. Targets attacked were a pier and barges at V8513, bldgs at V7585, M/Y at LONAGSHATTEN, bldgs at V7218 and road bridge at V7218., R.R. bridge at BELMAGE (No claims or hits on bridges).

Times up: 0815, 0820, 0836.

Times down: 1005, 1110, 1032.

Tonnage: 30 50 tons, GP., 1.55 WP, Total: 32.05 tons

Claims: Locom 0-0-1, M/T 2-0-0, RDV 3-0-0, Barges 2-0-2, Piers 1-0-0, Bldgs 10-0-1, Gun Positions 0-0-1, M/Y 1 damaged (S7430)

Losses: NIL

Damaged: 1 cat 1, due to flak.

E/A activity: NIL

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

42ND BOMB WING : ALL UNITS STOOD DOWN DUE TO WEATHER.

## FIRST FRENCH AIR FORCE

4th Gp.

6/0 P-47's to attack ammo dump at V 643161, unable to bomb due to weather, jettisoned bombs.

Times up: 1045

Times down: 1120

Claims: NIL

Damaged: NIL

Losses: NIL

E/A activity: NIL

2/33 Gp.

2/0 a/c airborne, circled base, returned to base due to weather.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

## EASTERN FRENCH AIR FORCE - 4 missions, 9 sorties

6/6 attacked troops at AIGREVILLE and dropped 6 tons of bombs with good concentrations.

1/1 on reconnaissance.

2/2 strafing in LA ROCHELLE area.



## CONFIDENTIAL

FLAK

Moderate heavy, OLLMAR, NEUTERBACH.  
 Scant heavy, V8513.  
 Intense light, V9027, and V8513.  
 Moderate light, OLLMAR, REINISACH.  
 Scant light, V7611.

/G.A.F. ACTIVITY/

A total of 5 ME109's were sighted and encountered by a unit of 1st TAF on 20 Jan. It is assumed that the above E/A were on a training flight as they were not aggressive and avoided combat. One flight of P-47's made the attack and shot down 4 of them. One P-47 which was out of ammo dived on one E/A and rather than engage, pilot of ME109 bailed out without a shot being fired.

Reports from other sources: 0910 - unidentified a/c, 1007- 1016 a/c homing area North of REINISACH. 1158-1204, A/C homing. 1219-1233 a/c homing NE of NANCY. 1657-1746, a/c homing probably landing.

/OBSERVATIONS/

At V8514 landing piers approximately 30 ft long and 30 ft apart extending from both banks. About 8 barges moored on both sides of river covered with snow at 0930 hours.

LUDWIGSHAUSEN - no locoms appeared damaged but some tracks appeared in use. No activity at air drome RE621. Snow covered runways.

Unknown type of bridge knocked out and road bridge intact at EULERSHEIM, V6715, 3 road bridges observed at V7218.

/STATUS OF COMMUNICATIONS/

Cumulative evidence from P.W. interrogation of former REINISACH employees (SHAEF summaries) indicates a steady decline in quality of rail service and a growing inability to handle even priority traffic on schedule. This situation is attributed to:

1. Scarcity of locomotives
2. Damage to vital centers particularly repair facilities, signals installations and switching equipment.
3. Shortage of personnel due to induction of experienced workers into the armed services

ROSELE - REINE Triangle

Rail movement into the eastern third of the triangle has not been appreciably restricted as evidenced by the continued activity observed however fighter bomber rail cutting may have hampered movement from the REINE river into the sector west of LAHRAU. REINISACH and necessitating the establishment of de-training points from which troops are marched to the front lines.

The recent activity in the REINISACH area, N and E of STRASSBURG was evidently the build up of reinforcements (troops and supplies) which has enabled an aggressive enemy (an estimated 10,000 troops with armor) to establish a strong salient threatening DISCHEN. A 17 Jan report states considerable troop transport moving from STRASSBURG in direction of RASTATT which may have contributed to the buildup.

S and E of STRASSBURG at LAHR ground reports indicate a new armored division is grouping. The LAHR is well served by road and rail and LAHR itself is an excellent rail head, and could be supplied from the VILLINGEN-DONAUESCHINGEN or LORRACH area.

INTELLIGENCE REQUIREMENTS

3 main areas deserve the attention of all units with emphasis on concentrations of box cars and flats direction of movement and rail heads in -

1. The rail net in the ROSELE triangle.
2. The rail net South and East of COBLENZ.
3. The communications net in the area STRASSBURG, BASLE and East to STUTTGART - TUEBLINGEN.

CONFIDENTIAL

CONFIDENTIAL8TH A.F.Day 20 Jan. - Total sorties 1146

762/674 Bombers.

384/358 Fighters

309/36 on ST INGERADE / HOLST synthetic oil plant. 93 tons, all results unobserved due to weather. (273 a/c aborted)

0/225 on RHINE RR center, 568 tons. (V81)

115/187 on NEIBORN RR center, 545 tons.

0/6 on PROPERTHEIM RR center, 22 tons.

230/170 on WATHEIM Road and rail bridges, (M50) , 418 tons.

0/24 on SUGAR ( 902) 60 tons.

21 a/c on Targets of Opportunity near WATHEIM (M50) 52 tons.

1 a/c on Target of Opportunity, 4901 North 0848 East, 3 tons.

2 a/c on unidentified Target of Opportunity, 5 tons.

108 a/c aborted target.

Claims: E/A 1-0-0

Losses: 21 bombers, 13 Fighters ( 11 believed safe).

384 Fighters provided escort.

R.A.F. BORDER COMMAND

No operations due to weather.

9TH A.F.Night 19/20 Jan. - 14 sorties

5 a/c defensive patrol.

1 a/c weather recon.

8 a/c Night Photo Recon.

Claims: NIL Losses: 2

Day 20 Jan9th TAC - Total sorties 97

36 a/c on Armed Recon.

11 a/c air cooperation over 7th Armored Div.

10 a/c on Target Recon.

5 a/c on Photo Recon.

24 a/c on defensive patrol.

11 a/c on spec. F/E mission.

Tonnage: Dropped 28 tons, GP, 2.95 tons of frags. 49 Rockets fired in REMAGEN (F61), MÜNSTERMÜHLE (F31) areas.

Claims: Locomotives, 1-0-0, RR cars 62-14-29, Bldgs 5-0-0, AFV 20-0-0, Rail cuts 2, Supply dumps 0-0-1, MT 0-0-3, Gun positions 7-0-0. Losses: NIL

19TH TAC - Total sorties 12

8 a/c on defensive patrol.

4 a/c on weather recon.

Claims: NIL Losses: NIL

29th TAC - Total sorties 149

105 a/c on armed recon in REMAGEN ( F37) DURN (F14) NEUSS (F28) areas.

16 a/c on defensive patrols.

12 a/c dived bombed RR bridge in NEUSS area, (F2791) Bridge severely damaged.

16 a/c on Tac/R mission.

Claims: Bridges 0-0-2, Locomotives 6-0-2, Rail cuts 23, M/T 38-0-20, Bldgs 4-0-6, Factories 1-0-1, HDV 9-0-0, RR cars 74-0-72, AFV 1-0-0, H'way cuts 5, RR stations 1-0-0, Guns 1-0-3.

Losses: NIL Tonnage: 55 GP tons.

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

2ND TAF

Night 19/20 Jan - 105 sorties

48 Mosquitos attacked 4 villages, DUSSELM ( 333) WASEBURG (235)  
ORSEMER ( K 37) and EWELENE. Results excellent.  
39 Mosquitos attacked above targets. Excellent results.  
3 Wellingtons on night recon.  
15 Mosquitos flew defensive patrols in ROME/EREDA area.  
Claims: 174      Losses: NIL

Day 20 Jan - 470 sorties

Medium bombers did not operate due to weather.

128 a/c on armed recon in RHINE ( 731) BADEN ( 374) HALL (POK) area.  
92 a/c on air cooperation against gun defended area and enemy head-  
quarters in REIMS (K37) area.  
132 a/c on pre-arranged air cooperation rail cutting in the ARLSTORT  
area.  
54 a/c on weather, photo and T/c / Recon.  
64 a/c on fighter operations.  
Claims:      , Rail cuts 17, ME 3-0-1, Locos 0-0-8, RR cars 1-0-22  
Losses: 13 majority thought to be at other bases yet to return.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 21

Period 201800 to 211800

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| <u>MISSIONS</u>                |               |             |              | <u>CLAIMS</u>     |                |                |   |
|--------------------------------|---------------|-------------|--------------|-------------------|----------------|----------------|---|
| <u>XII TAC</u>                 | <u>FR TAC</u> | <u>WEAF</u> | <u>TOTAL</u> | <u>XII TAC</u>    | <u>FR TAC</u>  | <u>WEAF</u>    |   |
| 1                              | 4             | 5           | 10           | NIL               | NIL            | NIL            |   |
| <br><u>SORTIES</u>             |               |             |              | <br><u>LOSSES</u> |                |                |   |
| <u>XII TAC</u>                 | <u>FR TAC</u> | <u>WEAF</u> | <u>TOTAL</u> | <u>Lost</u>       | <u>Damaged</u> | <u>Missing</u> |   |
| F/B                            | 11            | 1           | 12           | XII TAC           | 0              | 2              | 0 |
| L/B                            |               |             | 5            | FR TAC            | 1              | 0              | 0 |
| Tac/R                          |               | 2           | 3            | WEAF              | 0              | 0              | 0 |
| P/R                            |               |             | 1            | Total:            | 1              | 2              | 0 |
| Total:                         | 11            | 3           | 9            |                   |                |                |   |
| <br>TONNAGE: 5.5 GP by B-47's. |               |             |              |                   |                |                |   |

TONNAGE: 5.5 GP by P-47's.

XII TAC: 2 P-47's Cat 2, landing accidents.

FR TAC: 1 P-47 Cat 3, engine trouble - crashed along river DUBS - pilot safe.

42 BOMB WING: No operations due to weather.

XII TAC

415 Night Fighter Sq - Night 20/21 Jan: No operations due to weather.

324 Group - (11/11, 1 mission).

11/11 P-47's flew one mission of air cooperation with 7th US Army.

They dropped 14x500 GP on supposed tank concentration in woods at R-0914 and 8x500 GP at R-105118 - all bombs in target area.

Claims: Nil. Damaged: 2 P-47's Cat 2, landing accidents.

Flak: Moderate light and intense small arms fire at R-105118.

Observations: Many shell holes seen at R-0914.

ALL OTHER UNITS DID NOT OPERATE DUE TO WEATHER.

FIRST FRENCH AIR CORPS

First Group: No operations due to weather.

3rd Group - (8/0, one mission).

8/0 P-47's jettisoned 16x500 GP in lake in friendly territory due to weather. Time up 1040, time down 1150.

Claims: Nil. Losses: 1 P-47 Cat 3 due to engine trouble - crashed on River Doubs - pilot safe.

- 1 -

CONFIDENTIAL

CONFIDENTIAL

4th Group - (4/1, 2 missions).

1/1 P-47 flew one weather recon and A/R, taking off at 0845 and landing at 0950.

Observations: No traffic seen on road W of HART and no activity N.W. of HART-45054.

Claims: Nil. Losses: Nil.

3/0 P-47's flew one mission (no sorties), came back due to weather. 6:500 GP jettisoned at K055156.

Claims: Nil. Losses: Nil.

2/33 Tac/R Sq - (2/2, 1 mission).

2/2 a/c flew 1 visual recon and weather recon mission East of MULHAUSEN.

Nothing to report due to weather.

Claims: Nil. Losses: Nil. Flak: Light, Moderate, Scant, Inaccurate at V7518.

WESTERN FRENCH AIR FORCE - (9/9, 5 missions).

3/3 Peislars flew 3 reconnaissance missions in LA ROCHELLE area.

Claims: Nil. Losses: Nil.

5/5 Marylanders flew one mission bombing barracks on OLERONS ISLAND. Four tons of bombs were dropped with one hit on the target and the others near misses. No claims or losses.

1/1 JU-88 flew one photo mission in ROYAN area. No claims or losses.

NOTE: During night 19/20 a German plane was obliged to land in a marsh near AUJAC, S-3 of ST JEAN ANGELY. The six passengers are dead. Among them was a Lt. Colonel of the Infantry. The plane was going to ROYAN area with mail.

GAF ACTIVITY - 21 Jan.

Reported by XII TAC: On Saar Rhine front 2 plus possible recon sorties. From 1434 to 1555 hours fighter a/c active in Stuttgart area intercepting single fortress apparently out of control. There were no contacts with c/a in this sector and no jet propelled c/a reported. Generally poor weather conditions would account for this inactivity.

STATUS OF COMMUNICATIONS

Bad weather restricted aerial observation for two days.

In the Moselle Rhine river triangle western and center areas, where the enemy front line has been quiet, rail traffic seems to have been slight, and there have been no reports of large M/T activity.

Reconnaissance of 16 Jan. reveals that the rail bridge at Kong Karthaus is unserviceable for rail traffic, but is in use as a road bridge, which may permit M/T traffic from Trier to the Saar.

The bad weather may have enabled repair of the rail cuts recently made by our fighter bombers.

In the eastern area where our sector is most active there is no report other than that the Worms rail bridge was unserviceable on 19 Jan. but under repair, and there were numerous ferries active between just south of Strassburg and Rastatt.

East of the Rhine the R/R centers of Heilbronn, Pforzheim, Mannheim and Stuttgart were attacked by heavy bombers on 20 Jan., but no results were observed.

Intelligence requirements remain the same as set forth yesterday.

## 9th AF

9 Bomb Div - Day 21 Jan. (207/166).

43/38 EUSKIRCHEN R/R bridge, 66175 tons, fair.  
 40/35 EUSKIRCHEN R/R bridge, 62 5 tons, fair.  
 39/33 EUSKIRCHEN R/R junction, 63 25 tons, good.  
 38/23 MAYEN L/R, defended village, 41.75, unsatisfactory.  
 43/37 MAYEN L/R, 55.75 tons, good-excellent.  
 Losses: 1 Bomber, MYR.

9 TAC

255/255

A/R East and West of Rhine in battle area, R/R bridges, W/T columns,  
 and R/R traffic in EUSKIRCHEN area.  
 Losses: 2 a/c.

19 TAC

5-7/53

A/R in ERMER-L22, and BIEBURG-L15 areas. Escort to Mediums.  
 Losses: Nil.

29 TAC

147/144

A/R in EUSKIRCHEN, ERMERENZ, DUREL-F14 areas. D/B and destroyed  
 bridge at ERMERENZ-R73.  
 Losses: Nil.

73/58

Tac/R.  
 Losses: 1 a/c.

Consolidated Claims: W/T 308-0-208, AFV 19-0-27, Tanks 1-0-0, Locos  
 3-0-3, R/R cars 118-0-134, Gun Positions 1-0-6, Bridges 1-0-2, HDV  
 29-0-1, Bldgs 94-0-25, Dump 1-0-0, R/R cuts 12, Highway cuts 9.

Consolidated Losses: 1 Bomber, MYR. 3 Fighters- (2 Flak, 1 MYR).

## 2 TAF

Day 21 Jan. (365-60 L/R, 305 Ftrs &amp; F/E).

60 Mittemeis and Bostons artillery area W-W of ERMERENZ at K902834,  
 13.75 GP, 215 frag clusters, good results.  
 86 A/R OBERLIEDEN, EUSKIRCHEN, EUSKIRCHEN-L20, HALL B04, MUNSTER-A97,  
 and ERMERENZ R74 areas.  
 51 Immediate air cooperation- attacked defended localities in the ERMER-  
 BERG-327, ERMERENZ.  
 8 Typhoons on prearranged air cooperation. Observation post S-E of  
 GORNICHEN.  
 63 Rescue.  
 97 Fighter operations- uneventful patrol in NIJMEGEN-E76, WEERT area.  
 Also escort to two Medium Groups.  
 Claims: W/T 4-0-4, Locos 3-0-4, TRG 2-0-30, Signal box 0-0-1.  
 Losses: 1 Fighter, cause unknown.

## 8 AF

Day 21 Jan. (1475/1272-914/753 Barbers 523/513 Ftrs).

151/257 Forts ASCHAFFENBURG 705, R/R center, 485.8 GP, 250 IB, NRO.  
 114/66 Forts ASCHAFFENBURG/Seibert Tank factory, 97.5 GP, 97.5 IB, NRO.  
 113/0 Forts- no attack due to weather.  
 152/68 Libs REYERDORF-S06, R/R center, 132.8 GP, 22.3 IB, NRO.  
 155/254 Forts MANNHEIM-M50, R/R center, 544.5 GP, 165 IB, NRO.  
 114/21 MANNHEIM Tank factory, 27.8 GP, 27 IB, NRO.  
 113/16 Forts MANNHEIM R/R bridge, 47.5 GP, NRO.  
 0/45 ERMERENZ R/R center, 114.7 GP, 17.5 IB, poor.  
 0/3 MANNHEIM A.F.V. Plant, 4.5 GP, 4.5 IB, NRO.  
 0/14 Libs AIBACH, Communications center, 26 GP, 5 IB, poor.

CONFIDENTIAL

0/1 Lib MANHEIM. R/R center, 2 GP, 1 IB, HRO.  
 0/1 Lib REUTLINGEN-X08, 1.5 GP, HRO.  
 0/3 Forts 3 unidentified targets of opportunity, 6.1 GP, 2.5 IB, HRO.  
 0/4 Forts SEYER, 6 GP, 6 IB, HRO.  
 48/43 Mustangs on sweeps in support to Bombers.  
 419/414 Escort to Bombers.  
 Claims: 2/2 on ground 8-0-1, Locos 8-0-3, Switch towers 0-0-2, Flak towers 1-0-0, R/R cars 4-0-96, M/T 0-0-2, Flak Posts 0-0-1.  
 Hangers 0-0-1, Oil storage tanks 1-0-0.  
 Losses: 30 Bombers- (2 Flak, 16 unknown, 2 Cat E, 10 NYR believed safe. 4 Fighters. believed safe.  
 352 Gp - (Operating with 9 AF). (56/51).  
 26/23 Patrol SE VICH 188, BROHL 144, DUREN 114 areas - no incident.  
 30/28 Escort to Hottums, LUSKIRCHEN, uneventful.  
 Claims: Nil. Losses: Nil.

R.F. BOMBER COMMAND

Night 20/21 Jan: No operations due to weather.  
Day 21 Jan: No operations due to weather.  
Night 21/22 Jan. (80/80 - No report as to results).  
 76 MAINZ M35, city.  
 4 KASSEL 020, city.

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

HEADQUARTERS  
 11th TACTICAL AIR FORCE, (FPO)  
 Office of the Assistant Chief of Staff, A-3  
 APO

COMBAT REPORT

Period 211000 to 221800

## MISSIONS

| 42nd Bomb Wing | ALL TAC | 11th TAC | WFAF | TOTAL |
|----------------|---------|----------|------|-------|
|                | 29      | 11       | 0    | 50    |

## SORTIES

|          | 42nd Bomb Wing | ALL TAC | 11th TAC | WFAF | TOTAL |
|----------|----------------|---------|----------|------|-------|
| Fighters |                | 10      | 10       |      | 50    |
| F/R      |                | 10      | 54       | 15   | 327   |
| M/R      | 107            |         |          |      | 107   |
| Tac/R    |                | 6       | 6        | 15   | 3     |
|          | 107            | 104     | 60       | 15   | 192   |

## DAMAGE

|               | 42nd Bomb Wing | ALL TAC | 11th TAC | WFAF | TOTAL   |
|---------------|----------------|---------|----------|------|---------|
| Locos         |                | 0-0-4   |          |      | 0-0-4   |
| RR cars       |                | 13-0-1  | 1-0-1    |      | 13-0-43 |
| RR bridges    |                | 0-0-2   |          |      | 0-0-2   |
| Rail cuts     |                | 0       | 1        |      | 0       |
| Road blocks   |                | 0       |          |      | 2       |
| Fligs         |                | 1-0-15  |          |      | 24-0-15 |
| M/T           |                | 23-0-1  | 1-0-21   |      | 20-0-53 |
| Gun positions |                | 3-0-2   |          |      | 3-0-2   |
| Rail cranes   |                | 0-0-2   |          |      | 0-0-2   |
| Radio station |                | 0-0-1   |          |      | 0-0-1   |
| Tanks         |                | 1-0-1   |          |      | 1-0-0   |
| WV            |                | 2-0-0   |          |      | 2-0-0   |
| M/T           |                | 0-0-2   |          |      | 0-0-2   |
| Road cuts     |                |         | 7        |      | 7       |

|                | F/R    | M/R   | TOTAL | Lost | Damaged | Missing |
|----------------|--------|-------|-------|------|---------|---------|
| 42nd Bomb Wing | 210.50 | 135.5 | 346   | 5    | 10      |         |
| 11th TAC       | 0      |       | 0     | 0    | 8       |         |
| WFAF           | 0      |       | 0     | 0    | 0       |         |
| Total          | 210.50 | 135.5 | 346   | 5    | 18      | 0       |

## 42nd Bomb Wing

| 42nd Bomb Wing                        | ALL TAC:                          |
|---------------------------------------|-----------------------------------|
| 1 B-26 lost Cat 3, crash landing.     | 1 F-47 lost Cat 3, flak.          |
| 2 B-26 lost Cat 3, flak.              | 2 F-47 lost Cat 3, cause unknown. |
| 1 B-26 lost cat 3, crash on take-off. | 4 F-47 damaged Cat 2, flak.       |
| 1 B-26 lost Cat 3, cause unknown.     | 4 F-47 damaged Cat 1, flak.       |
| 3 B-26 damaged Cat 1, flak.           | 1st French TAC:                   |
| 2 B-26 damaged Cat 2, flak.           | 1 F-47 damaged Cat 2, flak.       |

NOTES: M/Y R-1833 R-2855: R/R Bridges, 2 groups claim one bridge damaged  
 329390: Road Blocks at R-105101 329516: Rail cuts 3 at W-2169, 1 at  
 R-2752, V-6616: Radio station at R-2753: Road cuts 2: at V-6616, 2 at  
 and 3 at V-7611.

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED



## CONFIDENTIAL

## XII TAC

415th Night Fighter Sq. - Night 21/22 Jan:

No operations due to weather.

## 50th Group

14 P-47's, Up 1045, Down 1147. Flew escort to B-26's. The bombers turned back at the RHINE due to weather. Claims: NIL Observations: NIL

14 P-47's, Up 1109, TOT 1200. Down 1220, flew escort to B-26's. Flak, intense heavy R 2232, R 2313.

Claims: NIL

Observations: Flak barrage from SAVERIE seemed to be directed at our bombers.

16 P-47's, Up 1359, TOT 1415. Down 1521. Air cooperation and A/R E. Of STRASBURG. 20000 and 50000 lb bombs on WEHLEN/SCHAFESBACH (R-1406). 4X500 GP and 2X100 WP on unidentified town at R-1712 (LICHTELAU).

Claims: Bldgs 8-0-0.

Losses: NIL

Damaged: 1 P-47 due to flak.

Flak: Intense heavy in the FREIBURG, LICHTELAU areas. (R-1810).

Observations: Nothing seen on road, N.E. of BISCHMILLER.

16 P-47's, Up 1300, TOT 1410. Down 1503. Air cooperation to First French army. 4X500 GP, 1X200 Frags on rail bridge at W0435 (BEIZERHSM) no hits. 2X100 GP, 3X100 WP, and 6X250 Frags on rail bridge at W-029391 (H000000000).

Claims: Rail bridge C-C-1 (W029391). Rail cuts 1 (W029391)

Losses: NIL

Flak: Moderate heavy at FREIBURG, scant light at W-029391.

## 324th Group

10 P-47's, Up 1115, TOT 1150, Down 1250. Army cooperation and Armed Recce. 20000 dropped in target area.

Claims: Bldgs 4-0-0.

Losses: 1 P-47 destroyed, pilot killed, take off accident.

Flak: Scant heavy (R-199555).

12 P-47's, Up 1115, Down 1240, flew escort to B-26's which did not bomb due to weather.

Flak: Scant light, R-2033.

9 P-47's, Up 1135, TOT 1255, Down 1345. Army cooperation and Armed Recce. dropped 12X500 GP, on H01000 W/V.

Claims: Bldgs 0-0-3, RA cars 0-0-8.

Losses: NIL

Flak: Moderate light and scant heavy H01000.

Observations: 1 B-26 going N.W. at L-7040 at 8000 ft., 1245 hours.

12 P-47's, Up 1400, TOT 1435, Down 1510. Air cooperation mission. Target assigned by SEITE, but controller, BAGGAGE instructed mission to return to base. 4 a/c proceeded to originally assigned target, tank and W/T concentration N.W. of MITCHEL, and dropped 8X500 on 7 a/c between Q860576 and Q860506. 8 a/c returned to base and dropped 36000 on town of MITCHEL, of which 6 hits were on a fort and 9 hits in the town.

Claims: Bldgs 5-0-0, Rd blocks 1 (Q879516). Yens 1-0-0, ADV 2-0-0.

Losses: NIL

Flak: Scant heavy and moderate light at MITCHEL.

Observations: Several buildings in MITCHEL have crosses on them. 100 plus W/T on rd in the vicinity of Q8651. 1 American jeep and 2 to 3 American tanks in the vicinity of Q 8651.

## CONFIDENTIAL

11 P-47's. Up 1350, TOT 1445, Down 1515. Air Cooperation and A/R in the WISSEBURG, LUDWIG, NEUSTADT, SCHIFFELSHOF, MAINHEIM areas. 22X500 GP bombs dropped on tank concentration at R-1112, NEO.

Claims: NIL

Losses: NIL

Flak : Intense light at R-1112, Moderate heavy at EISCHWEILER.

Observations: NIL.

## 358th Group

11 P-47, UP 0850, TOT 0935-1020, DOWN 1035. On Dive Bomb and Recce mission. Dropped 22 X 1000 G.P. and 11 X 100 W.P. on supply dump and barracks at Q-977935.

Claims: Bldgs 5-0-3

Losses: NIL

Flak : Moderate heavy EISENCLATHEN, Se. at heavy Q-9384, Q-9388.

Observations: 200 Plus R.A. cars in West Section of EISENCLATHEN W/T. 200-300 Cars in South Section. 120 160 and coal cars at Q-9393. 120 Box and coal cars in EISENCLATHEN W/T. 40-50 W/T or tanks in woods East of BIECHE at Q-9393. Much activity with trucks seen entering same woods.

6 P-47, UP 0840, TOT 0910-1010, DOWN 1045. On F/I on Rail cut from LUDWIG-NEUSTADT. 10 X 1000 G.P. and 5 X 100 W.P. on trucks at R-2855. No hits.

Claims: W/T 1-0-0, Staff car 1-0-0, Gas truck 1-0-0, R.R. cars 0-0-5, Bldgs 0-0-1.

Losses: NIL

Observations: At R-2825 a R.R. bridge previously bombed and damaged had center section crushed by mortar. At R-3385 one loco and 6 passenger cars headed North.

12 P-47, UP 0920, TOT 1000-1015, DOWN 1110. On Air Cooperation and A/R bombed W/R at R-1853 with 24 X 1000 G.P. and 1 X 100 W.P.

Claims: 1 W/Y damaged, Loco 0-0-1, R.R. cars 0-0-10, W/T 3-0-2, Half trucks 1-0-1, Bldgs 0-0-4.

Observations: Small W/Y at R-1853 had 40 Flat and Box cars. One loco no steam up.

10 P-47, UP 1035, TOT 1115-1210, DOWN 1240. Flamer Bomb mission dropped 12 X 1000 G.P. on WISSEBURG and 8 X 1000 on 50 plus M.T. in town at R-2737.

Claims: Bldgs 0-0-0, W/T 8-0-10, A.F.W. 1-0-0, Half track 0-0-1, Tank 1-0-0.

Losses: 1 P-47 and pilot M.I.A.

Flak : Moderate heavy and light R-2743. Se. at heavy and light R-1025, R-2737.

Observations: 10 W/T moving both direction between WISSEBURG and LUDWIG. 30 W/T moving South at R-2435. 30 Empty W/T moving North at R-2737. One white parachute seen to open at 1000-3 miles South of BIECHE at 1150 hours.

12 P-47, UP 1205, TOT 1245-1330, DOWN 1400. Air Cooperation and Armed Recce. dropped 14 X 1000 G.P. and 8 X 100 on 3rd RHINE. Good concentration M.A.O. 3 X 1000 G.P. and 4 X 100 W.P. on road R-105101. Two bombs hung dropped East of RHINE R-1307.

Claims: 1 Road Block.

Losses: NIL.

Flak : Moderate light GADSDEN. Moderate heavy R-0815.

Observations: 1 Tank at South edge of town R-105101. Two piers on East bank of RHINE R-0702. 20-30 W/T going North R-0708.

10 P-47, UP 1230, TOT 1300-1400, DOWN 1430. Air Cooperation and A/R in the ZIMMERBACH, HOFING, EISENCLATHEN, NEUSTADT area. 20 X 1000 lb and 8 X 100 W.P. dropped on South West and North West sides of a supply dump

## CONFIDENTIAL

at R-304394. There was good concentration of bombs, but M.R.O. 2 X 1000 G.P. jettisoned at Q-3518 safe and 2 X 100 returned to base.

Claims: M/T 0-0-1.

Losses: NIL, damaged: 1 P-47 category 1 flak.

Flak : Moderate heavy at R-3529 and R-3141. Scant light at R-3141.

Observations: at Q-6252 saw 10 M/T headed South East Moderate M/T movement on all roads in area of Q-6252. M/T didn't display panels but had white stars. No activity in MUSTART or HINDAU.

12 P-47, UP 1600, TOT 1625-1715, DMT at 1745. Air Cooperations and A/R in the HOFFMEIER area. 24 X 1000 lb G.P. and 12 X 100 V.P. bombs on tanks concentration in woods at R-105115 (HOFFMEIER) P.R.O., but observed 12 to 15 fires to start.

Claims: Gun positions 0-0-3 at R-1112.

Losses: NIL, damaged: 1 P-47 category 1 due to flak.

Flak : Intense light at R-1112, Intense heavy at R-1215.

Observations: NIL.

15 P-47, UP 1500, TOT 1040-1715, DMT 1745. Air Cooperation near BARBERSHILL. Dropped 30 X 1000 G.P. and 15 X 100 V.P. bombs dropped on a tank concentration in a wooded area at R-105115. P.R.O.

Claims: NIL.

Losses: NIL, damaged 1 P-47 category 2 flak and 1 P-47 category 1 flak.

Observations: NIL.

12 P-47, UP 1217, TOT 1300-1400, DMT 1504. D/D mission of M/T at R-2855 (8 miles South West of BARBERSHILL) and conducted an A/R in the same area. 24 X 1000 lb G.P. bombs dropped.

Claims: M/Y 0-0-1 (R-2855), Bldgs 4-0-4, R/R cars 0-0-10, Rail cuts 2 (R-2854 and R-2753), M/T 8-0-17, Staff cars 1-0-0, Radio station 0-0-1 (R-2753), H.D.V. 0-0-2, Rail cranes 0-0-2.

Losses: NIL, damaged: 2-2 P-47 damaged category 2 flak.

Flak : Moderate light R-3554, Scant heavy R-3554.

Observations: M/Y at R-2855 1/2 full.

## 371st GROUP

12 P-47 UP 1050, TOT 1120 DMT 1515. Army cooperation and armed Recooco dropped 8 X 500 G.P. 4 X 100 V.P. on A.R. at V-9012. P.R.O. 16 X 500 G.P. and 7 X 100 V.P. on A.R. cars stationary at VIERACK M-2159.

Claims: R/R cars 12-0-10, Locom 0-0-2, Rail cuts 3, Bldgs 2-0-0.

Losses: NIL.

8 P-47, UP 1040, TOT 1115, DMT 1230. Army cooperation dropped 16 X 500 G.P. and 8 X 100 V.P. on cross road at V-7910, No hits.

Claims: Loco 0-0-1.

Losses: NIL.

Observations: 50 Box cars in M/Y at OFFENBURG. No loco. 3 Trains 10 cars each no loco just North of M/Y. 50 Plus box cars area of M-0565.

11 P-47, UP 1043, TOT 1100-1145, DMT 1217. Army cooperation could not find target due weather. Jettisoned 22 X 500 G.P. and 8 X 100 safe area V-9013.

Claims: NIL.

Losses: NIL.

11 P-47, UP 1356, TOT 1140, DMT 1718. Air cooperation dropped 22 X 500 G.P. and 8 X 100 V.P. on alternate target, rail bridge M-029390, MOSSER had no target. Bridge probably damaged R.R.O. weather.

Claims: NIL.

Losses: NIL.

Flak : Moderate heavy TRISSACK, MVA8. Intense light FAIRBURG inaccurate.

## CONFIDENTIAL

12 P-47, UP 1517, TOT 1630, DOWN 1701. Air cooperation mission dropped 24 X 500 G.P. 5 X 100 W.P. on tanks in woods R-105115, 2 fires started. 2 X 100 W.P. near misses.

Claims: NIL.

Losses: NIL.

Flak: Intense heavy R-1212, Intense light R-1112.

8 P-47, UP 1345, TOT 1400, DOWN 1445. Air cooperation mission, dropped 16 X 500 G.P. 8 X 100 G.P. 8 X 500 G.P. and 4 X 100 W.P. dropped on SISEACH V-9050 as controller couldn't be contacted. W.R.O. due weather. Enroute to target, 4 A/C separated from Squadron started to return due to weather one of which crashed, destroyed 16 X 500 G.P. and 3 X 100 W.P. jettisoned by aborting A/C. 2 X 500 G.P. and 2 X 100 W.P. on crashed A/C.

Claims: NIL.

Losses: 1 P-47 crashed and burned W 2167 reason unknown, No chute seen.

Flak: NIL.

12 P-47, UP 1335, TOT 1-13-1430, DOWN 1-43. Air cooperation and A/R in the BROWNS. SILENT GUN, area. 24 X 500 lb G.P. and 6 X 100 W.P. bombs on gun positions at road junction R-130102 (GALLSTEIN) T.R.O. 2 X 100 jettisoned safe at V-5-95.

Claims: NIL.

Losses: NIL.

Flak: Intense light at R-1310 and Scant heavy at R-1110.

Observations: NIL.

11 P-47 UP 1603, TOT 1-35, DOWN 1724. Air cooperation. 18 X 500 lb G.P. bombs dropped on 2 gun positions on East side of VESSEIN (V-8147).

Claims: Gun positions C-2-2.

Losses: NIL.

Flak: Scant heavy and scant light at V-8147.

Observations: NIL.

#### Provisional Bomb Group

8 A/C conducted 3 Rec/A missions.

Claims: NIL.

Losses: NIL.

#### 4th Bomb Group

17th Bomb Group

26/0 B-26 in vicinity target 1147 hours A.R. bridge R-3528 1147 hours, mission aborted due weather.

Losses: 1 A/C crashed on landing, 1 crew member killed, cause unknown. 1 A/C crashed on take off, 1 crew member killed, cause unknown.

E/A: 1 FW 190 flying 10000 feet at area 1-32 hours color blue and white.

2 ME 109 red tail flying East at 2500 1158 hours EASTAPP area. 3 ME 109's flying North 10,000 vicinity EASTAPP area. 1 Red nose FW 190 East of EASTAPP 6,000.

Flak: Intense heavy accurate R-1008, R-1506, R-2519, R-3028. Moderate heavy accurate R-2-23.

#### 17th Bomb Group

26/0 B-26 in vicinity target 1152 hours. R.R. bridge R-3528 mission abortive due weather.

Losses: 1 A/C crashed on take off due mechanical trouble, crew of six injured.

Flak: Markor flak observed at SOVERN.

#### 320th Bomb Group

26/0 B-26 UP 1145, TOT 1-35, DOWN 1-43. Target R-3528 1145 hours, mission aborted due weather.

Losses: NIL.

#### 320th Bomb Group

53/0 B-26's to bomb R.R. bridge R-5280 turned back V-7784 due weather.

Losses: NIL.

## CONFIDENTIAL

34th Bomb Group

30/34 B-2's UP 105 hours dropped 133 X 1000 G.P. on R.R. bridge, MULHUSE  
V-3512. Did not hit target. 2 A/C damaged. Category 1 flak. 2 A/C damaged  
flak category 2. Escort failed to R/V reason unknown.  
Flak: Moderate heavy accurate from target. Scant inaccurate heavy 1 mile  
North of MULHUSE.

31st Bomb Group

23/20 B-2's UP 135 X 500 G.P. on railroad bridge V-359132 target not  
hit. 30 bombs returned. No cloud cover on bomb run.  
Losses: 1 A/C on bomb run flak. 1 A/C crashed V-3513, 7 crew members  
missing 5 chutes seen. 6 A/C damaged category 1 flak. Fighter failed  
to R/V, reason unknown.  
Flak: Moderate accurate heavy from target, moderate inaccurate in area  
1 mile North of MULHUSE.

FIRST FRENCH AIR FORCE1st Group

10 Spits, UP 1415, DOWN 1550. Fighter sweep in MULHUSE, MULHUSE area.  
Claims: NIL.  
Losses: NIL.  
Flak: Heavy inaccurate North of MULHUSE.

3rd Group

8 P-47's, UP 1415, DOWN 1515, DOWN 1420. Air cooperation. 24 X 500  
dropped on adjunction at V-730133 (BATT BELLIN) no hits observed.  
Claims: NIL.  
Losses: NIL.  
Flak: Medium, moderate accurate at MULHUSE. Heavy machine gun fire  
at V-735153.  
Observations: Armed vehicles South of road junction V-730133. Two red fires  
300 yards from woods at V-750140.  
7 P-47's, UP 1425, DOWN 1514, DOWN 1425. Air cooperation. 10 X 500 on road  
junction V-7715 near BATT BELLIN. All missed 4 X 500 jettisoned.  
Claims: NIL.  
Losses: NIL.  
Flak: Medium light and moderate accurate at BATT BELLIN.  
Observations: NIL.

6 P-47's, UP 1335, DOWN 1413, DOWN 1535. Air cooperation. 15 X 500 G.P. on  
road junction at V-740124, near BATT BELLIN. Target missed. 1 X 500  
returned to base.  
Claims: NIL.  
Losses: NIL.  
Flak: Heavy, intense accurate at V-610150, V-730120. Medium intense  
accurate on road between V-650200 and V-650150. Light on road between  
V-787170 and V-717120.  
Observations: Concentration of armed vehicles, about 150 in HART forest on  
road between V-747270 and V-777120. 2 Tanks at V-77140.

4th Group

1 P-47, UP 1025, DOWN 1130. Weather mission.  
Claims: NIL.  
Losses: NIL.  
Observed 5 H.D.V. at V-670.  
Flak: Light moderate accurate V-9770.

8 P-47's, UP 1400, DOWN 1425, DOWN 1514. Armed Recon. mission. Dropped  
16 X 500 G.P. bridge V-6516, damaged. 1 Road cut South East of bridge.  
1 R.R. cut South East bridge, 1 road cut North West end of bridge. R.F.O.  
due weather. Bridge damaged V-6516 by 4 X 500 G.P. near PULVERSHAM.  
Losses: NIL. Flak: Intense light inaccurate V-6516.

## CONFIDENTIAL

8 P-47's, UP 1845, TO 1847, 2145, 2245. Air cooperation mission. Dropped 14 X 500 G.P. on bridge V-721. 2 road cuts 150 yards West and East of bridge. P.R.O. on bridge.

Losses: NIL.

Flak : Heavy moderate, light scant inaccurate V-7208.

8 P-47's, UP 1815, TO 1845, 1940. Dropped 10 X 500 G.P. damaging road and canal at V-7212. 3 Road cuts V-7211.

Losses: NIL.

Flak : Heavy moderate. Inaccurate V-7213, Light Intense-accurate V-7-14. Light Intense-accurate V-7-25.

6 P-47's, UP 1815, TO 1815, 1940. Dropped 10 X 500 G.P. on vehicles on road along canal between R.O.D. and T.H.I. Rivers South of R304. S.I. R.N.C.

Losses: NIL.

Flak : Light intense inaccurate V-7712, V-7711. Moderate-accurate V-7-18 Heavy moderate-accurate V-7-13.

7 P-47's, UP 1820, TO 1840. Mission aborted due weather.

2/33 Squadron

2 A/C conducted Tac/A mission.

Claims: NIL.

Losses: NIL.

#### Western French Air Force

15 Aircraft attacked a fortification at VILLON in the LA ROCHELLE area.

11 tons of G.P. bombs were dropped with good to fair results.

Claims: NIL.

Losses: NIL.

An unreported number of aircraft conducted 1 escort mission, 1 P/R mission and 1 artillery adjustment mission.

#### G.A.F.

A total of 2 F4U's and 4 P-47's were sighted by units of the First Tactical Air Force on 22 January 1945. These aircraft were in the general area of HAGELAU and LAUSANNE. They were not aggressive and no encounters resulted.

Reported by 44 Division: At 1345 hours 2 P-47's with red tails, red noses and black crosses on wings, flew over a string of vehicles at Q-653. They did not attack, but flew South and strafed LAUSANNE (Q-649). There were 2 P-47's with the same markings sighted and it is assumed the latter were flying top cover. Shortly after the strafing of LAUSANNE, 4 German marked P-47's strafed front line troops in the same locality and it is believed that the same A/C took part in this.

From other sources: 1710-1721 hours. 1 A/C bombing, probably recon. Landed in STUTTGART area. 1930 A/C airborne, probably recon.

#### STATUS of COMMUNICATIONS

In the MOSELLE-RHINE triangle, chief interest during the past 24 hours centers in the South Eastern portion where enemy ground action has been considerable. Railroad-interdiction in this area had been negligible. Photo intelligence reveals that the enemy is using approximately 40 RAILCROSS crossing including 4 rail and the remainder road, pontoon bridge and ferry crossing between MANNHEIM and just North of STRASSBURG. The rail route from MANNHEIM to the front lines East of HAGELAU is probably serviceable, although no reports of activity on this line have been obtained.

Extensive H/T traffic was observed however, MOSELLEBURG-LAUTERBURG-HATTEN

CONFIDENTIAL

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

area moving in all directions. Additional I/T movement of considerable intensity was observed in the vicinity of BUCHS and 40 to 50 I/T vehicles were collected in the nearby woods.

No activity was observed at the important rail centers of LUDWIG, REUSTADT and KATZENBACH, though some rolling stock was present at all these points.

In the OFFENBURG-MANNHEIM-BOCHUM area some interdiction was reported. Rail cuts were claimed on the important OFFENBURG-MANNHEIM-BOCHUM line at a junction point 10 miles south west of OFFENBURG and a river rail bridge was damaged and temporarily blocked 5 miles north west of OFFENBURG. Road blocks were also reported at several points.

Although it seems unlikely that these attacks have accomplished any considerable interruption of traffic, the fragmentary observations which have been reported preclude an appraisal of status of communications east of the Rhine below STRASSBURG. In the same action no changes were reported with regards to the general status of enemy communications in or adjacent to the BOCHUM-MANNHEIM triangle.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL



CONFIDENTIAL5th AF.Total Sorties (206 Bombers, 247 Fighters)

206/167 ST EKKRAME, 462 tons, good.  
 1/1 RHINE (V 61) M/Y, 2.5 tons, poor.  
 12/12 WOLFRUM (A 25), 28.8, fair.  
 5/5 COLATROCK (W 20), 10 tons, fair.  
 12/12 Targets of opportunity, 30 tons, fair.  
 Claims: E/A ground 3-0-1, Locos 6-0-0, Oil cars 3-0-0, M/T 1-0-0.  
 Losses: 5 Bombers (2 to AA), 7 Bombers (Cause unknown), 1 fighter flak.

8th AFNight Jan 21/22 (10 sorties)

76/70 KAMEL (L 52), 10.4 tons, good.  
 4/4 LAMZ (K 51), 3.3 tons, unobserved.  
 Claims: Nil. Losses: 1 Mosquito.

Day Jan 22 - No operations due to weather.

2nd TAFNight 21/22 Jan (127 sorties)

88 Mosquitoes attacked railroads and roads at KREHEL, REULT, leading to and from army.  
 35 Mosquitoes on defensive patrol, uneventful.  
 Claims: M/T 4-0-12. Losses: 1 Mosquito.

Day 22 Jan (1132 sorties)

452 a/c on armed reconces WRECK, HOTTER, UNSTH (L 97), RHINE (V 61) CUMMINS (V 20), P. FLORE (F 21), F. L. (F 24).  
 35 a/c on ground support attacked targets in REINBURG (87) area and rocket sites at MILLERSFELD (D 6, supported area south WRECK and west of RHINE (277).  
 639 a/c on immediate support at WRECK (87).  
 190 a/c on fighter operations.  
 142 a/c on recon.  
 Claims: M/T 2-0-0, Dares 6-0-5, Locos 15-0-631, T.P. 26-0-203, M/V 1-0-2, Tugs 1-0-0, Lifters 0-0-3, rail cuts 10, V-1 1-0-0, E/A air 7-0-1, E/A ground 1-0-1.  
 Losses: 0

6th AF.Night 21/22 Jan (5 sorties)

Defensive patrols area of WRECK.

Day 22 Jan (1461 a/c)

340 Bombers, 1221 Fighters. Medium bombers attacked BULLY (156) railway bridge, 2 attacks; 55 B-24, 103.5 tons, poor and unobserved.  
 79 a/c attacked railroad bridge at SINGEL, dropped 129 tons, IRO.  
 32 a/c attacked railroad bridge at JINZEC (F61), 63 tons, good.  
 50 a/c attacked BULLY highway bridge, 32.5 tons, good.  
 67 a/c attacked M/Y at GRALSTEIN, 135.75 tons, good, IRO.  
 27 a/c attacked BLICKERHEIM communication center, 52.5 tons, good.  
 Losses: 8 a/c (5 M/Y, 3 cause unknown)

IX TAC 4 (366 sorties)

366/350 53 missions, 142 ton C.P., 20 ton frags, 44 Rockets. Armed recon area of ECKINGHOF, KOBLENZ and POEN, supported 7th Armored Division and 3rd U.S. Army. Gave escort to mediums and flew defensive patrols.  
 Losses: 6 a/c (3 flak, 1 cause unknown, 2 M.Y. IRO.)

CONFIDENTIAL





THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

D SUM NUMBER 23

Period 221800 to 231800

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| MISSIONS     |         |        |       |       | CLAIMS      |         |        |         |  |
|--------------|---------|--------|-------|-------|-------------|---------|--------|---------|--|
|              | XII TAC | FR TAC | TOTAL |       |             | XII TAC | FR TAC | TOTAL   |  |
|              | 14      | 6      | 20    |       | Locos       | 0-0-16  |        | 0-0-16  |  |
|              |         |        |       |       | R/P cars    | 9-0-32  | 0-0-50 | 9-0-82  |  |
|              |         |        |       |       | M/T         | 33-0-11 |        | 33-0-11 |  |
|              |         |        |       |       | Barges      | 0-0-2   |        | 0-0-2   |  |
|              |         |        |       |       | HDV         | 18-0-0  |        | 18-0-0  |  |
|              |         |        |       |       | Bldgs       | 67-0-9  | 0-0-3  | 67-0-12 |  |
|              |         |        |       |       | Rd bridge * | 1-0-0   |        | 1-0-0   |  |
|              |         |        |       |       | M/Y *       | 0-0-1   |        | 0-0-1   |  |
|              |         |        |       |       | R/R cuts *  | 2       |        | 2       |  |
|              |         |        |       |       | Rd blocks * | 2       | 2      | 4       |  |
|              |         |        |       |       |             |         |        |         |  |
|              | XII TAC | FR TAC | TOTAL |       |             | XII TAC | FR TAC | TOTAL   |  |
| Ftrs         |         | 12     | 12    |       |             |         |        |         |  |
| F/B          | 126     | 30     | 156   |       |             |         |        |         |  |
| Tac/R        | 6       | 2      | 8     |       |             |         |        |         |  |
| Total:       | 132     | 44     | 176   |       |             |         |        |         |  |
|              |         |        |       |       |             |         |        |         |  |
| TOWNSHIP: GP | WP      | IB     | FRAGS | TOTAL |             |         |        |         |  |
| 82.75        | 2.3     | 3.75   | .13   | 88.93 |             |         |        |         |  |

\*LOCATIONS: Road bridge at R3772. M/Y at R3071. R/R cuts 2 at R3064.  
Road blocks 4 - 1 each at Q822435, FISERACH, W038639, and W036642.

| LOSSES  |      |         |         |  |          |                              |  |  |  |
|---------|------|---------|---------|--|----------|------------------------------|--|--|--|
|         | Lost | Damaged | Missing |  |          |                              |  |  |  |
| XII TAC | 1    | 9       | 0       |  | XII TAC: | 1 P-47 Lost-flak-pilot safe. |  |  |  |
| FR TAC  | 0    | 2       | 0       |  |          | 1 P-47 Cat unknown-flak.     |  |  |  |
| Total:  | 1    | 11      | 0       |  |          | 3 P-47's Cat 1-flak.         |  |  |  |
|         |      |         |         |  | FR TAC:  | 2 P-47's Cat 1-flak.         |  |  |  |

NOTE: The French TAC report is not complete as one flight landed at another field.

42 BOMB WING: No operations due to weather.

XII TAC

415 Night Fighter Sq - Night 22/23 Jan: No operations - field unserviceable.

50 Group - (40/40, 3 missions).

15/15 P-47's flew 1 air cooperation mission, striking ALTENHEIM-W0586-2 direct hits, OHNEHEIM-W8354-fire seen, R/R at W0738, and strafing of barracks on controller request at W0738-NEO.  
25/25 P-47's flew 2 A/R missions in PIRMASENS, OLMAR, HAGENAU, BIRCHE, MACHENHEIM left burning; Ammo dump at V8651 attacked, but no explosions; fire started at OBERSTREIBACH; road block formed in attack on FISERACH.

CONFIDENTIAL

## CONFIDENTIAL

Observations: 5 barges in canal at W0258-not moving. 1 long train with double loco with steam up going south at W0356. Red crosses on building at Q9150. Fairly heavy traffic going east and S-W along road Q8748. 150 boxcars in M/Y at OFFENBURG. Many vehicle tracks south and east of woods at W0515. 40 boxcars in M/Y at W2078.

Claims: M/T 2-0-2, HDV 14-0-0, Bldg 57-0-2, Road block 1-FISBRACH.  
Losses: Nil. Damaged: 5 P-47's Cat 1 flak.  
Tonnage: 15 GP, 13 Frags, 1.1 WP. E/A: Nil.  
Times up : 0939, 1000, 0952.  
TOT : 1010, 1100, 1040-1100.  
Times down: 1145, 1155, 1156.

324 Group - (18/18, 2 missions).

18/18 P-47's flew 2 air cooperation missions in Rhine-Cambesheim-New Hagenau forest, and BITCHE area. Attacked fuel dump at W2470-2 explosions, and 200 M/T reported by controller around Bitche-6 definitely destroyed and five damaged-observation difficult because of woods. Observations: No traffic on roads on either side of Rhine. Many M/T, single and in groups, in area of Q8243. General movement north and east.

Claims: M/T 6-0-5, Road block 1 at Q822435.  
Losses: Nil. Damaged: 2 P-47's Cat 1 flak. Tonnage: 9 GP.  
E/A: At 1015 N-W of BISCHWEILER 1 ME-262 attacked flight of 8 P-47's from 6 o'clock and low - flight at 10,000 feet. P-47's turned into E/A and they broke away. No claims. Shortly after that, flight was sent to HAGELAU by controller to contact E/A, but none seen.  
Times up : 0930, 0925.  
TOT : 1030, 1020.  
Times down: 1110, 1110.

358 Group - (35/35, 3 missions).

24/24 P-47's flew 2 missions of air cooperation. Controller gave violet smoke in town of OBERHOFEN. 12 A/c dropped 24x1,000 lbs. on town of OBERHOFEN, and strafed on bomb run - eight buildings destroyed and five damaged. A hung bomb fell off over W0319. M/T's going N-W at Q8444 were bombed and strafed - 5 destroyed. Four more destroyed going west at Q9648. 12x1,000 pounds and 6x100 dropped on Supply dump at R3639 - no direct hits.

11/11 a/c flew 1 A/R WISSEBURG-LANDAU-NEUSTADT, attacking 40 cars in M/Y at R4572, making R/R cuts at choke points at either end of M/Y. At 0915 a loco going north at R3064 was damaged by strafing, and 4 cars destroyed by bombs. One of 2 1,000 pound bombs dropped on road bridge at R3772 made a direct hit, destroying bridge. M/Y damaged at R3071. R/R and road movement harassed in LANDAU area. Observations: 2 M/T going south at Q8754. Some M/T in area east of LANDAU and EDESHAUSEN. No general movement in area.

Claims: Locos 0-0-3, R/R cars 9-0-25, M/T 25-0-4, Barges 0-0-2, HDV 4-0-0, Bldg 10-0-6, Road bridge 1-0-0 at R3772, M/Y 0-0-1 at R3071, R/R cuts 2 at R3064.  
Tonnage: 35 GP, 1.2 WP.  
Losses: 1 P-47 lost-flak-pilot safe, plane crashed at Q9648.  
Damaged: 1 P-47 Cat unknown-flak, 1 P-47 Cat 1 flak.  
E/A: At 1030 hours 2 ME-262's were seen going east over BISCHWEILER on deck, but flight of 12 P-47's of 358 Group did not contact.  
Times up : 0900, 0855, 0840.  
TOT : 1000-1045, 0920-1025, 0915-0930.  
Times down: 1110, 1045, 1036.

CONFIDENTIAL

## CONFIDENTIAL

371 Group - (33/33, 3 missions).

33/33 P-47's flew 3 air cooperation missions COLMAR-SELESTAT-MULHOUSE.  
 Unknown target marked with white smoke in woods at V8049 (French sector) bombed - hits in target area. Town of EISENHEIM-V8251 bombed - explosion and several fires. Strafed at W1984. Missed R/R at W1781. White smoke target at V7034 bombed - 5 near misses.  
 Observations: ILLHAUSEN-V775538 on fire. Many bunkers on huts on east edge of woods at V8049. 100 boxcars without loco at APPENHEIM  
 Claims: Locos 0-0-13, R/R cars 0-0-7, Bldgs 0-0-1.  
 Losses: Nil. Tonnage: 12.25 GP, 3.75 WP. E/A: Nil.  
 Times up : 0855, 0900, 0918.  
 TOT : 0920, 0930, 0955-1015.  
 Times down: 1035, 1125, 1040.

Prov Recce Group - (6/6, 3 missions).

6/6 a/c flew 3 successful visual recce missions.  
 Claims: Nil. Losses: Nil. E/A: Nil.

FIRST FRENCH AIR CORPS1st Group - (8/8, 1 mission)

8/8 Spitfires flew one Fighter Sweep STRASBURG-BONDINGEN-FREIBURG-BASLE-MULHOUSE.  
 Observations: Nothing to report.  
 Claims: Nil. Losses: Nil. E/A: Nil. Time up 0930, down 1045.

4th Group - (4 missions - one mission landed at scattered fields-reports not complete).

30 P-47's dispatched, and at least 19 attacked targets on air cooperation. Dump at W0364 attacked-bldgs damaged and road block made at W036642. 50 R/R cars damaged when 2 trains of 30 cars each were strafed at W048655-no locos on trains. Dump at V8741 bombed-two direct hits.

4/4 P-47's flew Fighter Sweep MULHOUSE-BREISACH-COLMAR-HARDT, reporting only white smoke at V808065 and at V6572.  
 Observations: 2 or 3 camouflaged vehicles-perhaps armored-on road between V7612 and V8214. No traffic on airfield at FREIBURG. 2 trains without locos at W0771.  
 Claims: R/R cars 0-0-50, Bldgs 0-0-3, Road blocks 2 at W036642 and W038639.  
 Times up : 0940, 0935, 1005.  
 TOT : 1015, - - - , - - - .  
 Times down: 1120, 1005, 1110 (strange field).

3rd Group - No operations due to weather.2/33 Tac/R Sq - (2/2, 1 mission).

2/2 a/c flew 1 visual recce mission. 15 M/T going in direction of COLMAR at V6641. Nothing to report at Colmar, or between COLMAR and MARHESHAM. Bridge at BREISACH covered by small trees - visible part of bridge is undamaged. 30 R/R cars at GOTTENHEIM. 50 cars in station at KENNZINGEN.  
 Claims: Nil. Losses: Nil. Time up 0900, time down 1100.

WESTERN FRENCH AIR FORCE: No operations.GAF ACTIVITY - 23 Jan.

324 Fighter Group at 1015 hours E-W of BITCHE 1 ME262 attacked flight from 6 o'clock low flight at 10,000 feet, turned into E/A which flew away, no contact. 2 ME262 going east over BISCHWILLER on deck at 1030 hours, no contact seen by 358 Gp.

CONFIDENTIAL

CONFIDENTIAL

Enemy air reported by ground: 4 flights of 1 ME262 each, dropped bombs at WET-  
KHUCH-BO317, in morning 23 Jan 1 soldier hurt, reported by 79 Div. At 1300 hours  
at KALTENHOUSE-BO721 batt I/A bombed twice no casualties reported by 79 Division.

Reported by I: 2 Fighter mission 0937-1044 BADEN-BADEN probably 30 plus a/c.  
1 Fighter mission 1100-1146 SAARGURTEL-ITZCH area probably 12 plus a/c, unagres-  
sive. 3 Recon missions 1147-1149 LANDAU area. 1351-1401 HAGELAN area. 1607-1624  
along 7th Army front. 60 sorties GAF along 6th AB front.

STATUS OF COMMUNICATIONSMOSELLE-RHINE TRIANGLE

Activity reported upon during the past 24 hours is confined to the southern 3rd  
of this sector. Between Neuenkirchen and Kaiserslautern a large movement south &  
S-E of M/T and some AFV was observed, an estimated 500 vehicles being involved.  
PRU of 22 Jan reports light activity in the Neuenkirchen M/T and on 23 Jan 1 train  
loaded with tanks, guns and M/T was seen.

In the area north E-E, S-E and south of Hirsch a moderate concentration of M/T  
and HDV were observed and attacked. Direction of movement of this activity is re-  
ported to be in a north and E-E direction.

Rail activity between Landau and Lingensfeld was observed moderate and several  
successful attacks were claimed in this area. Two claims involve rail cuts, the  
first on the line from Landau to Wissembourg immediately S-E of Landau, and the  
second on the line from Lingensfeld to Gernersheim, the latter cuts being claimed at  
each end of the Lingensfeld M/T. Enemy activity appears to be the result of the  
realization of our withdrawal and the need to fill the gap thus caused. The com-  
munication network appears capable of handling the needs of such movement.

STRASSBURG SOUTH TO BASLE

The rail line between Offenburg and Karsig on the Offenburg-Freiburg line  
appeared to be fairly active as did the rail lines leading into this system. It is  
significant that all locomotives were claimed damaged on the line between Frouden-  
stadt and Rastatt. The communications network in this entire area appears to be  
fully capable of handling all the needs of the enemy.

Tac/R reports that the rail bridge at Breisach, an already well defended target,  
is now camouflaged with trees.

Office of the Assistant Chief of Staff, G-2, SHAHQ, reports from a fairly reli-  
able source dated 1 Jan 1945: that Appenweier located immediately east of Strassburg  
and Rastatt are apparently continuously used for detrainning purposes.

INTELLIGENCE REQUIREMENTS

Three main areas continue to require close observation by all units for the  
character, quantity, and direction of road/rail traffic and for any abnormal concen-  
trations of vehicles and/or rolling stock. These areas are:

- 1) The road/rail not south from Strassburg to Basle and between the Rhine and a  
N-S line between Stuttgart and Tuttlingen.
- 2) The Moselle-Rhine triangle, with the emphasis on the southeastern portion.
- 3) The road/rail not north and west of the confluence of the Rhine and Moselle  
Rivers.

S AF

Day 23 Jan - (Not complete, 1 Group missing). (363).

- 229/169 Forts NEUSS-F28, M/T: 463.2, NRO.  
12 Forts NEUSS R/R bridge, 36 tons, NRO.  
Claims: I/A in air 1-Q-0.  
Losses: 5 forts; 4 unknown, 1 flank.  
79 Escort to Bombers.  
75 Fighter Sweeps.

CONFIDENTIAL



## CONFIDENTIAL

32d Group - (3 missions, 34 sorties).

34/34 P-47's conducted 3 air cooperation missions. Attacked road bridge at KATZBACH R2226 making 4 direct hits causing black smoke to rise to 1,000 feet. One squadron got no target from controller due to weather. Dropped bombs through overcast at 15445. Third squadron had no targets because of weather. flew up Rhine to HINGHAM R216523. Attacked road and railroad. Claim 1 rail cut-R228530, road black R224713. Destroyed 2 bldgs-R212512, destroyed 4 and damaged 4 bldgs at R202508.

Times up : 1400, 1500, 1510.

Times down: 1500, 1510, 1545.

Tonnage: 13 GP, 4 LB - total of 17 tons.

Losses: Nil. Damaged: 3 P-47's Cat 1, flak.

Observations: Function bridge at R434527, west end not attached to spans. 10 barges scattered between SPILLER and KATZBACH. Large road bridge in good condition at R43493.

358 Group - (3 missions, 29 sorties).

39/39 P-47's conducted 3 air cooperation missions in the WORMS, ELSERHEIM, GRUNSBACH, KATZBACH areas. Weather prevented squadron reaching target - attacked first bldg R278503 near WORMS with good concentration. Claim 1-0-2 bldg near dump, rail cut-R278503. Second squadron unable to reach target due weather, claim 1-0-1 barges at R44555. Road black at 15440, damaged 5 bldgs and 1 gun position at R224713. Destroyed 1 gun position on train at R55558, destroying 4 boxcars and damaging 5 bldgs. Attacked and missed train of 20 cars in M/T at R4737, destroying a R/R bridge. Third squadron dropped 342500 and 10x100 on town of ELSERHEIM on controllers instruction, with excellent concentration.

Times up : 1345, 1400, 1401.

Times down: 1445, 1405, 1425.

Tonnage: 21 GP, 3 LB, 1.43 frags, .50 WP - total of 25.93 tons.

Losses: Nil. Damaged: 1 P-47 Cat 1, flak.

Observations: R23500, 20 boxcars, no loocs, on tracks covered with snow. Line appeared inactive. V8033 100 boxcars on R/R in woods. M/T R44 M/T 3/4 full of cars, some with snow. 10 M/T headed south at 15097. Bridge in KATZBACH area intact. One R/R bridge in vicinity of KATZBACH intact. 50 boxcars in M/T 15553, also a loco and 5 passenger cars. 5 barges anchored on west side of Rhine at R24444.

37d Group: No operations due to weather.

Proy Route Group - (9 missions, 15 sorties).

18/18 8/9 flew 9 Tac/4 missions. Claims: Nil. Losses: Nil. E/L: Nil.

FIRST FIGHT AIR CORPS1st Group - (2 missions, 21 sorties).

24 8/9 flew 2 sorties. 1 in area of STRASSBOURG east of Rhine, BADEN/Black Forest of RHEIN to BIECH to SAARBOURG - another in STRASSBOURG, FALSCH, HASLE, KULHUS, OLMAR, MULHUSEL area.

3rd Group - (4 missions, 31 sorties).

32/32 P-47's conducted 4 air cooperation missions attacking road crossing at 170040, 10 trucks at V81012, 3 trucks at V025207 - FEO. Scored 8 direct hits on supply depot V810240, causing large fires and explosions. Dropped 16 bombs on village of KOLLEHER-V75460, FEO. Bombed bridge, V05750, FEO.

Times up : 1237, 1345, 1347, 1415.

Times down: 1445, 1520, 1514, 1600.

Tonnage: 10.50 GP, 1.60 frags - total 12.10 tons.

Losses: Nil. Damaged: Nil.

Observations: Numerous vehicles and troops in north part of North Forest. 20 boxcars in OLMAR station.



## CONFIDENTIAL

4th Group - (2 missions, 16 sorties).

16/16 P-47's conducted 2 air cooperation missions, bombing village of  
HUSSEN V755472, NR0, and W56643 - target and results not ob-  
tainable. Times up 1245, 1400. Times down 1245, 1445.  
Tonnage: 7.50 GP.  
Losses: 1 P-47 Cat 3, flak - pilot bailed out.  
Damaged: 3 P-47's Cat 1, flak, and 3 P-47's Cat 2, flak.  
Observations: Nil.

2/33 Tac/R Sq - (1 mission, 2 sorties).

No report on missions obtainable.

WESTERN FRONT AIR FORCE: No reports received.

## GAF ACTIVITY - 24 Jan.

No GAF S/E Fighters on Saar-FRONT front daylight period 24 Jan. Five possible ME-109's or FW-190's sighted by allied F/B missions in LARSTADT area at 1445 hrs going south - no contact. Addition to GAF 23 Jan. report now reveals ME-262 activity may have reached 20 plus sorties in SCHNEPPHUTZ-WERTSBUCH-ROSLER area, bombing and strafing carried out. One ME-262 sighted at 14,000 feet in OBERGHEIM area, two black contrails.

## STATUS OF COMMUNICATIONS

## MOSELLE-RHINE TRIANGLE

The enemy is attempting to restore his rail transportation in the Western area as evidenced by repairs to the Ellor and Nonweiler bridges now reported serviceable.

In the center section the rail line from Neuenkirchen towards Bad-Munster is apparently serviceable, and there was traffic between Neuenkirchen and Kaiserslautern.

No movement was observed on the Kaiserslautern-Bad-Munster, Kaiserslautern-Houstadt, or Landau-Pirmasens-Zweibrücken lines. Further south there was much M/T activity in Bitch and vicinity.

## MANHEIM AND SOUTH TO BASLE

Very little movement was observed in the area with the exception of the Colmar pocket, scene of our present offensive, where 30 boxcars were present at the Colmar station, and much M/T and HGV traffic was observed going south towards Ensisheim.

## INTELLIGENCE REQUIREMENTS

The present situation calls for determined effort on the part of all units to observe and report on the magnitude, character and direction of enemy movements of troops, equipment and supplies in the areas of immediate significance to military operations, viz:

1. The Rhine Valley from Mannheim to Basle, and the Black Forest region.
2. The Moselle Rhine triangle with emphasis on the lower portion.

## 8 AF

No operations due to weather.

352 Gp - (operating with 9 AF).

11/11 a/c area patrol.

33/28 a/c Fighter sweeps in BONN, COLOGNE, DOREMUND area.

Claims: 2/A in air 3-0-0. Losses: 1 a/c.

361 Gp - (operating with 9 AF).

12/12 a/c on Fighter patrols in KARLSRUHE, ROSENZ area, uneventful.

Claims: Nil. Losses: Nil.



CONFIDENTIAL15 AF

No operations due to weather.

RAF BOMBER COMMAND

No operations due to weather.

2ND BRITISH T.A.F.Night 23/24 Jan.

12/12 a/c en Bocco.

7/17 a/c on defensive patrol in ARNHEM-VELD area.

6 Swordfish a/c on defensive patrols attacked shipping off Dutch coast, results unobserved.

Claims: E/A in air 2-0-0. Losses: 1 a/c.

Day 24 Jan: Bombers not operational due to weather.

49 a/c air cooperation to ground forces with 3 a/c attacking on billets in DUNKIRK area, good.

128 a/c prearranged air cooperation, attacked midgot submarine sheds, and barracks S-W of ROTTERDAM. Interdiction of rail lines.

127 Photo and Tac/R missions.

56 Fighter operations in RHINE and battle areas.

Claims: E/A on ground 1-0-2, E/A in air 2-0-1, M/T 18-0-51, Bargo 1-0-0, Locos 13-0-50, R/R cars 36-0-194, HDV 0-0-1, Ships 0-0-1, Rail cuts 21.

Losses: 6 a/c.

9 AFNight 23/24 Jan: No operations due to weather.9th Bomb Div.

21/21 SCHLIEDER communications center, 17 tons, excellent.

20/13 ST ADRIAN communications center, 18.25 tons, fair.

21 a/c aborted due to weather.

Claims: Nil. Losses: 1 a/c, flak.

9th TAC - (23 missions, 116/112 sorties).

71.5 tons GP, 3 tons Frags, 24 Rockets, 24 Leaflet bombs.

Armed Bocco ARNHEM/GEMUND area, one Leaflet mission.

Claims: M/T 195-0-286, HDV 2-0-0, Bldgs 25-0-0, AV 20-0-7, Tanks 5-0-10, R/R cars 43-0-13, Gun positions 5-0-0, Road cuts 2, Factories 1-0-0.

Losses: 1 a/c, flak.

19th TAC - (16 missions, 213/212 sorties).

75.25 tons GP, 11.9 Frags, 3.7 LB, 53 Rockets.

Air cooperation to 3rd, 8th, and 20th Corps.

Armed Bocco in TRIER area.

Fighter sweeps COCHUW/ROHLENZ area.

Claims: M/T 137-0-40, AV 18-0-18, Locos 0-0-4, R/R cars 33-0-23, Bridges 3-0-0, HDV 2-0-0, Gun positions 29-0-8, Supply dumps 1-0-1, Bldgs 0-0-3, Rail cuts 2.

Losses: Nil.

29th TAC - (2 missions, 8 sorties).

2 Defensive patrols. Claims: Nil. Losses: Nil.

All Tactical Air Commands flew 69/65 Bocco, Photo, Tac/R and Artillery Adjustment missions.

9 AF CONSOLIDATED CLAIMS: M/T 327-0-226, HDV 4-0-0, Bldgs 25-0-3, AV 20-0-7, Tanks 5-0-10, R/R cars 76-0-36, Gun positions 34-0-8, Road cuts 4, Factories 1, Locos 0-0-4, AV 18-0-18, Supply dumps 1-0-1, Bridges 3-0-0.

- 4 -

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFC 374

COSUM NUMBER 25

Period 241800 to 251800

MISSIONS: 2. SORTIES: FR TAC - 4 Tac/R. CLAIMS: Nil. LOSSES: Nil.

WFAF report not included in COSUM 24. Missions: 4. Sorties: 4 F/B.  
Tonnage: .50. Losses: Nil.

.50 ton on a small enemy ship with good results. 1 hit. Other claims - Nil.

42 BOMB WING: No operations due to weather.

XII TAC

415 Night Fighter Sq -- Night 24/25 Jan: No operations due to weather.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

FIRST FRENCH AIR CORPS

2/33 Sq - (2 missions, 4 sorties).

4/4 a/c conducted 2 Tac/R missions. Claims: Nil. Losses: Nil.  
Observations: Only area between MUNCHHAUSEN and NEU-BREISACH observed. Nothing to report at IRTZFELD. Canal between MUNCHHAUSEN and BREISACH frozen. A balloon at 300 feet observed at BREISACH.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCES: No operations.

2/A activity: From other sources - 1344 to 1453, Recce in TRIER area. 1650 to 1722, one unidentified landing in the PFORZHEIM area.

STATUS OF COMMUNICATIONS

Weather, which has prevented attacks on enemy installations during the past 24 hours, has also prevented observation of enemy activity. Information from ground sources, however, indicates continued movement of supplies in and about the vicinity of BITCHE, while renewed activity has been reported in the TRIER area.

Photo cover of 23 January indicates sufficient damage to the BULLAY rail and road bridge to temporarily block rail traffic in all directions in the immediate area.

INTELLIGENCE REQUIREMENTS

Indications of renewed activity in the Trier area, as well as continued activity in the vicinity of Bitche, indicate the need of close observance for any signs of troop or supply concentrations in these two areas. Indications of enemy activity in the Colmar pocket would be of prime significance.

KCRSY

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL8 AF

No operations from U. K.

352 and 361 Groups operating with 9th AF flew a total of 119/108 sorties.  
 119/108 a/c on patrols and fighter sweeps in the battle area.  
 Claims: E/A in air 2-0-0 (by 361 Group).  
 Losses: 1 a/c, due to flak.

RAF

Night 24/25 and Day 25 Jan: No operations.

2 TAF

Night 24/25 Jan.

2 a/c on defensive patrols. Claims: Nil. Losses: Nil.

Day 25 Jan - (total sorties, 58).

10 a/c on A/R in GLADBACH area.  
 13 on defensive patrols NIJMEGEN area.  
 24 on Recce.  
 Claims: M/T 2-0-2. Losses: 1 a/c, cause unknown.

9 AF

Night 24/25 Jan.

9/8 a/c on defensive patrols and intruder missions in the 3rd US Army and TRIER area. 7 rockets fired, and fires started in KARTHEIMEN-151.  
 Claims: M/T 1-0-0. Losses: Nil.

Day 25 Jan - (total sorties 999/848 - Bombers 268/170, Fighters 731/678).

Bombers: (Total tons dropped, 272.75).

27 a/c on KALL-F11, communications center, 35 tons, excellent results.  
 1 a/c on KALL highway junction-F3213, 1 ton, good.  
 36 a/c on SLADTKILL-L19, communications center, 53 tons, excellent.  
 29 a/c on HILLESHEIM-L28, communications center, 40 tons, excellent.  
 6 a/c on BERSHIM-L72 bridge, 11 tons, fair results.  
 1 a/c on town of HEMESKIL-L41, 1 ton, good results.  
 18 a/c on MILLER-L56 R/R bridge, 35 tons, poor to good results.  
 25 a/c on SINZIG R/R bridge, 49 tons, good results.  
 1 a/c on LAUNDORF-F3614 R/R tracks, 2 tons, good.  
 26 a/c on EUSKIRCHEN-F33 R/R bridge, 50.5 tons, excellent.  
 28 a/c aborted 1 mission.  
 Claims: Nil. Losses: 4 a/c due to flak.

9 TAC - (total sorties 362/319).

362/319 a/c on A/R in EUSKIRCHEN-F33, BOMM-F53, AHRMILLER-F51, GEMUND-F11, KALL-F11, and battle area. Air cooperation with the US 1st Army, escort and alert missions.

19 TAC - (total sorties 144/143).

144/143 a/c gave escort to B-26's, air cooperation with 1st & 3rd US armies, and conducted A/R in the TRIER-L22, BITBURG-L15, and BLANKENHEIM areas.

29 TAC - (total sorties 120/119).

120/119 a/c gave air cooperation to the 9th US Army, conducted A/R in the DUREL-F14, COLOGNE-F45, NEUSS-F28, and EUSKIRCHEN-F33 areas. D/B HIMMELRICH, BRACHSELN-K96, and BURICH-K96, and had alert missions.

105/97 a/c conducted Reccees.

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

9th AF CONSOLIDATED CLAIMS: M/T 686-0-520, R/R cars 88-C-276, Tanks 9-0-26, AFV 43-0-35, Guns 23-0-13, HDV 8-0-4, Bldgs 144-0-50, Locos 9-0-3, Rail cuts 5, Highway cuts 5.

LOSSES: 3 Fighters - 2 to flak, 1 cause unknown.

F/B dropped a total of 248 tons GP, 44.99 tons Frags, and fired 91 rockets.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

COSUM NUMBER 26

Period 251800 to 261800

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| <u>MISSIONS</u>        |                |               |              |            |       |
|------------------------|----------------|---------------|--------------|------------|-------|
| <u>WEAF</u>            | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |            |       |
| 5                      | 11             | 2             | 18           |            |       |
| <u>SERIES</u>          |                |               |              |            |       |
| <u>WEAF</u>            | <u>XII TAC</u> | <u>FR TAC</u> | <u>TOTAL</u> |            |       |
| F/B                    | 95             | 19            | 114          |            |       |
| Artillery<br>adjustmt. | 2              |               | 2            |            |       |
| Ftrs                   | 2              |               | 2            |            |       |
| D/B                    | 7              |               | 7            |            |       |
| Tac/R                  | 2              |               | 2            |            |       |
| Total:                 | <u>11</u>      | <u>97</u>     | <u>19</u>    | <u>127</u> |       |
|                        |                |               |              |            |       |
| TONNAGE:               | GP             | IB            | Frgs         | WP         | TOTAL |
|                        | 48.5           | 8.0           | .52          | 1.1        | 56.12 |

| CLAIMS        |  |             |
|---------------|--|-------------|
| WEAF Nil.     | XII TAC  | FR TAC Nil. |
| Blags         | 23-0-10  |             |
| R/R cars      | 0-0-14   |             |
| R/R cut *     | 1  |             |
| M/T           | 1-0-19   |             |
| Road blocks * | 2  |             |
| Tanks         | 0-0-1  |             |
| * LOCATIONS:  | R/R cut at Q819493.<br>Road blocks at R157183,<br>and V778455. |             |

## LOSSES

|         | Lost | Damaged | Missing |
|---------|------|---------|---------|
| XII TAC | 1    | 5       | 0       |
| FR TAC  | 0    | 1       | 0       |
| Total:  | 1    | 6       | 0       |

XII TAC: 5 P-47's Cat 1, landing accident.  
1 P-47 Cat 3, landing accident.  
FR TAC: 1 P-47 Cat 2, flak.

42 BOMB WING: No operations due to weather.

## XII TAC

425 Night Fighter Sq - Fight 25/26 Jan: No operations due to weather.

50th Group - (41/30, 3 missions).

41/30 P-47's flew 3 air cooperation missions, attacking town of HOLTZWILLER-V784460 - 18 hits in town resulting in explosions and red smoke. 14 a/c flew air cooperation to 1st French army, attacking town of WIEBESCHER-V778455 - all bombs in target area, many large fires and 2 large explosions; strafed and damaged 1 large tank at V7846; 11 a/c were called back from air cooperation mission to 1st French army due to weather.

Observations: Many friendly M/T and troops moving South into town at V784475. 50% of vehicles had orange panels.

Claims: Blags 6-0-4, Tanks 0-0-1, M/T 1-0-0, Road block 1 at V778455.

Losses: 1 P-47 Cat 3, landing accident, pilot safe.

Damaged: 1 P-47 Cat 1, landing accident.

Tonnage: 10.5 GP, .7 WP, .52 Frgs.

E/A: At 1600 hours between COLMAR and STRASSBURG 2 unidentified a/c painted white were seen going East on the deck across the Rhine - no contact.

CONFIDENTIAL

## CONFIDENTIAL

Times up : 1448, 1505, 1505.  
 TOT : 1500, 1600, -- :  
 Times down: 1636, 1700, 1700.

324th Group - (16/16, 2 missions).

16/16 P-47's flew 2 air cooperation missions attacking troops and tanks at MERTZELER Q8630 - town left smoking; reconnaissance made of North end of HAGELAU Forest on controller request, and 15 M/T of 40 going South between KENDALL and LAUTERSBURG were damaged by strafing; town at R157183 - all but 2 hit in town, causing road block on main street  
 Observations: 200 boxcars seen in KAISERSLAUTERN M/Y around 1600 hours appeared damaged. Recce of KAISERSLAUTERN was called off as flight approached city due to base weather closing in. Flight turned around this side of Kaiserslautern, observed M/Y, but saw no movement or concentration other than the 200 boxcars mentioned. Rhino road bridge at R135097 appeared knocked out. 100 troops seen at R315500 walking South in groups on roads between LAUTERSBURG and WISSEMBURG.  
 Claims: M/T 0-0-15, Bldgs 5-0-3, Road block 1 at R157183.  
 Losses: Nil. Damaged: 2 P-47's Cat 1, flak.  
 Tonnage: 5.5 GP, 1.5 IB (dropped on towns with GP's).  
 E/A: Nil.  
 Times up : 1430, 1515.  
 TOT : 1510, 1540.  
 Times down: 1610, 1625.

358th Group - (35/31, 3 missions). (4 aborted - 2 R.T., 1 hydraulic, 1 escort).

35/31 P-47's flew 3 air cooperation missions attacking town of ZINSWEILER Q892375 - hit E-E part of town on main road. Also strafed ZINSWEILER starting fires. Sent to INGMELER Q8131 by controller - flight found it already on fire, but bombed anyway, PRO. Bombed and strafed URMELER Q8831 - fires started. 8 x 500 GP and 4 x 500 IB dropped in vicinity of R8020, NE, and 16 x 500 GP and 7 x 500 IB eggbasketed near R2632, NE.  
 Observations: Road bridge out at DRUSEHEIM R1717. Several barges seen crossing river in that area and against both banks. 1 Tank and 2 ATF seen going North out of DRUSEHEIM. 3 or 4 tanks seen in Druseheim.  
 Claims: M/T 0-0-4, Bldgs 10-0-0.  
 Losses: Nil. Damaged: Nil. E/A: Nil.  
 Tonnage: 16.5 GP, 6.5 IB (15 x 500 IB on towns and 11 x 500 IB dropped on unknown targets at controller request).  
 Times up : 1410, 1353, 1255.  
 TOT : 1455-1600, 1425-1500, 1320-1440.  
 Times down: 1640, 1645, 1455.

371st Group - (21/18, 2 missions). (3 aborted - engine trouble).

21/18 P-47's flew 2 air cooperation missions attacking barracks - 2 buildings destroyed, 3 damaged, fire started; following recce north of BITCHEL, requested by controller, 12 x 500 dropped on R/R bridge and approximately 20 boxcars on either side of bridge at Q819493 (no loco seen) - 1 rail cut made, but no hits on bridge.  
 Observations: Nil. Tonnage: 9 GP, 4 WP. E/A: Nil.  
 Claims: Bldgs 2-0-3, R/R cars 0-0-14, R/M auto 1 at Q819493.  
 Losses: Nil. Damaged: 2 P-47's Cat 1, landing accident.  
 Times up : 1524, 1535.  
 TOT : 1555, 1615.  
 Times down: 1703, 1707.

CONFIDENTIAL

Prov Recce Group - (3/2, 1 mission).

3/2 F-6's flew 1 mission of visual recce in STRASSBURG-HAGELAU area. Observations: 150 plus M/T stationary, facing south, and some moving south between SELZ-R23, and DRUSENHEIM-R1717. 100 plus troops in streets of Drusenheim, about 75 of which were marching east towards Rhine. 2/3 of bridge at Drusenheim intact. Bridges at R276277 and R292320 are out. 4 M/T going south into town at R1137. 8 M/T scattered going west from R2025 to R0726; roads in area appear to have been heavily travelled.  
Claims: Nil. Losses: Nil.  
Time up 1430, time over area 1515-1545, time down 1700.

FIRST FRENCH AIR CORPS3rd Group - (19/19, 2 missions).

19/19 F-47's flew air cooperation missions strafing, under controller order, north of Forest of BOLLWEILER-V641169, NEO, and west border of HART Forest, NEO.  
Observations: Nil. Claims: Nil. Losses: Nil. E/A: Nil.  
Damaged: 1 F-47 hit 2 flak.  
Times up 1320, 1345, TOT 1400, 1413, times down 1520, 1530.

ALL OTHER UNITS STOOD DOWN DUE TO WEATHER.

WESTERN FRENCH AIR FORCE - (11/11, 5 missions).

7/7 A-24's flew one mission bombing a fortification in JAFFEL-BOYNE sector - 5 tons GP dropped around target.  
2/2 Foislers flew 2 artillery adjustment missions.  
2/2 DB-7's flew escort to bombers.  
Claims: Nil. Losses: Nil.

GAF ACTIVITY - 26 Jan.

Y Services: Nothing to report.

Ground services: Nothing to report.

The only a/c which was sighted were two unidentified a/c painted white, and, therefore, probably enemy aircraft. These were sighted at 1600 hours by 50th Group between COLMAR and STRASSBURG. The a/c were on the deck and going east across the Rhine. There was no encounter.

STATUS OF COMMUNICATIONSMOSELLE-RHINE TRIANGLE

The north R/R bridge at BAD-MUNSTER is believed to be still unserviceable. Tac/R reports 20 trains and much activity just west of KAISERSLAUTERN, indicating that one or both of the R-V lines through WORMS and NEUSTADT are open. A captured enemy document indicates an intention to move two S.S. Divisions from LUSKIRCHEN in the Bifel sector into the PIRMASSEN-NEUMUNSTER and LANDAU areas beginning 22 Jan. The activity west of KAISERSLAUTERN is in all probability the detraining of elements of one of these divisions. The road net in this area is exceptionally favorable for detraining and movement to the south on a broad front. The line LANDAU-ANNWEILER is also favorable for this type of operation.

RHINE VALLEY SOUTH OF KARLSRUHE

The main north-south line KARLSRUHE-BASLE is believed to be serviceable.

INTELLIGENCE REQUIREMENTS

1. Further rail movement south from BINGEN and west WORMS-KAISERSLAUTERN, MANNHEIM-NEUSTADT and SPIDER-LANDAU.
2. Indications of M/T or AFV traffic on roads in KAISERSLAUTERN-SAARBRUCKEN-BITCHE triangle.
3. Indications of road traffic south of LANDAU.
4. Indications of troop concentrations, M/T and AFV parks in wooded assembly areas and villages south of SAARBRUCKEN.

CONFIDENTIAL



CONFIDENTIAL

5. Indications of troop concentrations, M/T and AFV parks south of LAUTERBURG.

8 AF: No operations.

RaF: No operations.

2 TAF

Night 25/26 Jan.

19/17 Mosquitoes attacks 350 M/T in area of PRUM-105, trains in WEST-  
a24 area, Bocholt, A20.  
Claims: M/T 4-0-150. Losses: Nil.

Day 26 Jan. - (147 - No Bombers).

105 A/R in area of BIELEFELD-B58, MUNSTER-A97, HAMB-B04, EMERICH-B96,  
BOCHOLT-A26, COESFELD-A57.  
10 air cooperation, factory north of HEMSLER.  
28 Fighter operations - uneventful patrols.  
4 Recce.  
Claims: M/T 4-0-22, Barges 0-0-4, Locom 13-0-18, TRG 15-0-125.  
Losses: 2 a/c.

9 AF

Night 25/26 Jan: No operations.

Day 26 Jan - (369 - 32 Bombers, 337 Ftrs).

9th Bomb Div.

32/27 B-26's EUSKIRCHEN-F33 R/R bridge, 52 tons, excellent.  
Claims: Nil. Losses: Nil.

9th TAC - (41).

19 A/R in area of GEMUND, EUSKIRCHEN and AERDRE-L39.  
4 Dropped leaflets M-1 of ST VITH-183.  
4 Defensive patrols.  
14 Recce.  
Losses: 1 a/c, flak.

19th TAC - (212).

145 A/R and air cooperation to 3rd Army, PRUM and KAISERSLAUTERN, also  
attacked bridge near PIRSDRE-L4143.  
12 Defensive patrols.  
55 Recce.  
Losses: 1 a/c, Cat E.

29th TAC - (73).

59 A/R BURR-F14, EUSKIRCHEN, BRUHL-F44 and SCHLEIDER-F10. Attacked  
M/Y RALPH-F08 and GREVENBROICH-F17.  
4 Defensive patrols.  
10 Recce.  
Losses: 1 a/c, unknown.

CONSOLIDATED CLAIMS: M/T 134-0-116, AFV 12-0-2, Guns 1-0-20, Locom 7-0-1,  
R/R cars 65-0-172, R/R cuts 8.



## CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

OSUM NUMBER 27

Period 261800 to 271800

XII TAC: No operations due to weather.

42 TOMBING: No operations due to weather.

FR TAC: No operations due to weather.

WEAF: No reports received.

## GAF ACTIVITY - 27 Jan.

No E/A activity reported for period. Reports indicate that large scale reinforcements of the GAF on the Eastern Front are being made by withdrawal of GAF units from the Western Front. So far there is no definite indication as to the number of units involved, but it may likely affect units operating against the 7th US Army Front in the FRANKFURT and STUTTGART areas.

## STATUS OF COMMUNICATIONS

No observations or reports have been received today relative to the status of communications on either the 7th US Army or the First French Army fronts. However, the indications of enemy movements as reported yesterday permit some further comment.

## MOSELLE RHINE TRIANGLE

If the activity noted yesterday West of KAISERSLAUTERN was in fact caused by the detraining of elements of the 2nd SS Division transferred from KESKIRCHEN, those elements are probably to be found at present in wooded areas and in the small villages situated at road intersections generally throughout the district Northwest of BITCHE, especially between the ZIEBROUCK-PIELARS road and the front lines.

Nothing further can be deduced regarding intended movements of the 9th SS Division reported yesterday to be headed into the LANDAU area, but it is probable that rail and road connections both West and South of Landau are in serviceable condition, permitting movements in either direction.

## RHINE VALLEY SOUTH OF KARLSRUHE

In the GOLLAR pocket, the enemy is still able to move necessary supplies and reinforcements over the main communication lines.

The main North-South line from KARLSRUHE to BASLE is believed still serviceable, with RHINE crossings open, including the road and rail bridges at BREISACH and CHALAMPE-NEUBURG.

## INTELLIGENCE REQUIREMENTS

1. Further observations of rail movements South from BIELE and West and South from DORMS, MUEHEIM, SPYER, HUNSLDT and LANDAU.
2. Indication of M/T or AFV traffic in the KAISERSLAUTERN-SAARBRUCKEN-BITCHE triangle.
3. Indications of road traffic South of LANDAU.
4. Indications of troop, M/T and AFV concentrations in wooded areas and villages South of ZIEBROUCKEN.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

## CONFIDENTIAL

8 AF

No operations due to weather.

## RAF Bomber Command

Night 26/27 Jan - (8 sorties).

- 8 Mosquitoes on CASREP/RUMEL-462 Power Plant, 14.3 tons HE, unobserved.  
Claims: Nil. Losses: Nil.

## 2ND BRITISH TAF

Night 26/27 Jan - (13 sorties).

- 10 Mosquitoes on patrol in the SCHIEDT-VILLO area - uneventful.  
3 Swordfish on anti shipping patrol off Dutch coast.  
Claims: Nil. Losses: Nil.

Day 27 Jan - (87 sorties).

- 32 a/c on A/R in AMERSFOORTE-749, APPELOORN-404, MUNSTER-497, RHINE-V81 areas.  
27 a/c on prearranged air cooperation, all aborted due to weather.  
12 a/c on Recce, Tac/R. Photo and Weather missions.  
15 a/c on Fighter operations - uneventful.  
Claims: 1/T 1-C-0, Locos 1-0-1, R/R cars 2-0-11, Rail cuts 1.  
Losses: Nil.

9 AF

Night 26/27 Jan: No operations due to weather.

Day 27 Jan.

9th Bomb Div: No operations due to weather.

9th TAC (167 sorties).

- 37 Missions, dropping 111.5 tons GP, 5.3 Frags, 24 Rockets and 24 Leaflet bombs.  
100 a/c on A/R AMERSFOORTE-749, GEMUND-711, and KILL-711 areas.  
1 a/c Scrambled - uneventful.  
Claims: M/T 181 0-139, AFV 10-0-14, Locos 1-0-1, R/R cars 32-0-10, Gun positions 3-0-2, Bldgs 15-0-20, HDV 0-0-2, Road cuts 26.  
Losses: Nil.

19th TAC: No operations due to weather.

29th TAC (66 sorties).

- 34 a/c on A/R in DUREL-714, BOMM-753 and NEUSS-728 areas - dropped 29 tons GP, 5.9 Frags.  
Claims: M/T 10-0-1, Bldgs 34-0-33, R/R cars 15-0-39, Bridges 1-0-2, Factories 1-0-3, Road cuts 1, Rail cuts 15.  
Losses: Nil.  
42/32 Recce, Tac/R, Photo and artillery adjustment.  
Losses: Nil.

CONSOLIDATED CLAIMS - 9 AF: M/T 191-0-190, Bldgs 50-0-62, HDV 0-0-2, AFV 10-0-14, Locos 1-0-1, R/R cars 43-0-49, Gun positions 3-0-2, Bridges 1-0-2, Factories 1-0-3, Road cuts 41, Rail cuts 15.

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

COSUM NUMBER 28

Period 271800 to 281800

XII TAC: No operations due to weather.42 BOMB WING: No operations due to weather.FR TAC: No operations due to weather.WEAF: 10 missions, 25 sorties - dropped 19 tons.

25/25 a/c bombed an ammunition dump at Belmon farm in the ROYAN sector. A total of 19 tons of bombs were dropped, with good results.

An unreported number of a/c conducted 3 Recon missions.

An unreported number of a/c conducted 1 Artillery Support mission.

An unreported number of a/c conducted 2 Effort missions.

Claims: Nil. Losses: Nil.

GAF ACTIVITY - 28 Jan.

Reports from Other Sources: 1715-1721 - 1 a/c reported landing.

STATUS OF COMMUNICATIONS

Again no observations were possible relative to the status of enemy communications on the 7th US Army or the First French Army fronts, but indications of enemy movements call for some further comment.

MOSELLE-RHINE TRIANGLE.

During the bad weather period which has prevented aerial observations, the enemy has had the opportunity to make full use of available road and rail facilities without interference from our air forces. There are indications, moreover, that the enemy's disposition has been undergoing some change. The most significant recent report relates to a possible withdrawal of one panzer division northward from the HAGENAU area.

RHINE VALLEY SOUTH OF KARLSRUHE.

No activity has been reported in the OBER area, but the enemy is presumably free to make full use of the main communication lines.

INTELLIGENCE REQUIREMENTS:

1. The serviceability of rail connections south of BIELE and east of KAISERSLAUTERN.

2. Indications of M/T and AFV traffic in the NORMS, SAARBRUCKEN, HAGENAU triangle.

9th AFNight 27/28 Jan.

9/8 a/c on patrol in the US 1st Army, TRIER, PRUM-LO7 areas, and conducted A/R in the BAUNSGARTEN area. Dropped 2 Napalm tanks and fired 6 rockets.

Claims: Nil. Losses: Nil.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIAL

Day 28 Jan. (Total sorties 186 - 154 Bombers, 32 Ftrs).

Bombers 154/95.

22/19 a/c on KAISERSLAUTERN-RO9 R/R overpass, 33.5 tons, NRO.  
 44/14 a/c on MAYER-L69 communications center, 20.5 tons, NRO.  
 0/15 a/c attacked city of WITTLICH-L639, 29 tons, NRO.  
 31/15 a/c on REINGEN-F61 R/R bridge, 28 tons, good to excellent.  
 38/16 a/c on SIEZIG-F61 rail bridge, 30 tons, excellent.  
 19/15 a/c on ELLER-L56 rail bridge, 28 tons, NRO.  
 0/1 a/c on targets of opportunity-L2143, 2 tons, NRO.  
 Claims: Nil. Losses: 4 a/c, 1YR.  
 Total of 171 tons of bombs dropped.

9th TAC: No operations due to weather.

19th TAC. (Total sorties 32).

32/30 a/c gave escort to Medium Bombers.  
 Claims: Nil. Losses: 1 a/c, category E.

29th TAC: No operations due to weather.

No reconnaissance missions conducted due to weather.

2 TAF

Night 27/28 Jan. (Total sorties 42).

24 a/c on A/R and attacked enemy movements in the REINDEL-F08, DRUHL,  
 ZUSCHEN-F33, ECKELZ, BIRCHEN-F54 areas.  
 11 a/c on fighter operations West of RUHR.  
 7 a/c on Reccos.  
 Claims: Nil. Losses: 2 a/c - 1 crashed at base, 1 unknown.

Day 28 Jan. (Total sorties 394).

213 a/c on A/R in the MUNSTER-A97, HAN-B04, LORSTEN-A44, OSELBRUCK-W20,  
 PRINZ-W79, REINE-V81 areas.  
 119 a/c on prearranged support.  
 23 a/c on fighter operations.  
 39 a/c on recce.  
 Claims: M/T 1-0-9, Loco 4-C-6, TEG 3-0-60, Rail cuts 7.  
 Losses: 1 a/c.

RAF

Night 27/28 Jan. (12 sorties).

12/8 on BIELEFELD-Z75, 7.1 tons, NRO.  
 0/1 on HALDVER-X32, tonnage not reported.  
 0/2 on OSELBRUCK-W20 .. no tons.  
 Claims: Nil. Losses: Nil.

Day 28 Jan. (153 sorties).

153/140 on COLOGNE-F45 M/Y, 737.9 tons, good.  
 Claims: Nil. Losses: 3 Bombers, due to flak.

8th AF

Total 1197 - (1006 Bombers, 191 Ftrs).

146/115 DORTMUND-A72/KAISERSTUHL-V94 benzol plant, 300.5, NRO to fair.  
 79/58 DORTMUND/CHNEISEL benzol plant, 154 tons, NRO.  
 307/273 COLOGNE-F45/GRENBURG M/Y, 659.3 tons, NRO.  
 114/69 COLOGNE/HOENZOLLERN-V19 bridge, 170.5 tons, good.  
 249/169 HONNEFUDBERG-A20 M/Y, 477.5 tons, good.  
 111/80 RHEINHAUSEN/DUISBURG-A21 R/R bridge, 224.5 tons, NRO.  
 0/36 DUISBURG-A31 M/Y, 104 tons, good.  
 0/5 HELLING-B11, 17 tons, NRO.

.. 2 -

CONFIDENTIALT  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

C O N F I D E N T I A L

0/9 LIPPSTADT-B44 city, 24.3 tons, NEC.  
0/38 BIELEFELD-B58 city, 93.5 tons, NEC.  
0/10 DUISBURG highway bridge-A31, 29 tons, NEC.  
0/13 FREIERSHEIM-M30 city, 39 tons, NEC.  
0/16 Unidentified targets, 41.3 tons, NEC.  
Claims: Nil. Losses: 26 a/c -- (9 + 5 AA, 4 Cat E, 13 cause unknown).  
  
191 Fighters gave escort.  
40 Additional fighters from 361st Group operated with 9th AF.  
Claims: Nil. Losses: Nil.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PROV)  
Office of the Assistant Chief of Staff, A-2  
ARO 374

COSUM NUMBER 29

Period 281800 to 291800

| MISSIONS                    |        |         |       |          | CLAIMS     |         |                     |
|-----------------------------|--------|---------|-------|----------|------------|---------|---------------------|
| XII TAC                     | FR TAC | 42 B WG | T     |          | FR TAC     |         |                     |
| 63                          | 9      | 4       | - 76  |          | R/R cars   | 0-0-20  | M/T 2-0-22          |
| SORTIES                     |        |         |       |          | XII TAC    |         |                     |
| XII TAC                     | FR TAC | 42 B WG | T     |          | Locos      | 1-0-10  | R/R cars 43-0-133   |
| Ftrs                        | 43     | 22      | - 65  |          | M/T        | 33-0-42 | Tanks 10-0-19       |
| F/B                         | 326    | 54      | - 380 |          | Staff cars | 1-0-2   | AFV 4-0-0           |
| M/B                         |        |         | 102   | - 102    | HDV        | 14-0-5  | Bldgs 69-0-12       |
| Tac/R                       | 48     |         | - 48  |          | R/R cuts * | 6       | Ed blocks * 7       |
| Total:                      | 417    | 76      | 102   | - 595    | M/Y *      | 5       | Pontoon bdg * 1-0-1 |
| TONNAGE: GP WP IB Frags SAP |        |         |       |          | Barges     | 0-0-3   | Trailers 0-0-1      |
| (185.23)                    | 171    | 1.9     | 4.25  | 2.08 6.0 | Radar sta. | 0-0-1   | Snow plows 0-0-2    |

\* LOCATIONS: R/R cuts- 2 at W10866, 1 each at V893115, V890102, V885093, R085370.  
Road blocks- 2 at V835456, 1 each at Q925647, V365392, R125145, R093280, Q8058.  
Pontoon bridges- 1 destroyed at R4555, 1 damaged at R4657.  
M/Y's- 1 each at Q9993, W7787, M4505, W7387, H08MS.

| LOSSES  |      |         |         |          |                                  |
|---------|------|---------|---------|----------|----------------------------------|
|         | Lost | Damaged | Missing | XII TAC: | 2 P-47's destroyed, flak.        |
| XII TAC | 4    | 5       | 0       |          | 2 P-47's Cat 1,                  |
| FR TAC  | 0    | 1       | 0       |          | 2 P-47's Cat 2, landing          |
| 42 B WG | 0    | 1       | 0       |          | 2 P-47's Cat 1, flak.            |
| Total:  | 4    | 7       | 0       | FR TAC:  | 1 P-47 Cat 1, landing, pilot OK. |
|         |      |         |         | 42 B WG: | 1 Spit Cat 1, landing, pilot OK. |
|         |      |         |         |          | 1 B-26 Cat 1, flak.              |

42 BOMB WING - (4 missions, 102 sorties).320 Group

48 B-26's off at 1200 to bomb M/Y at R302835. 5 a/c returned early due to engine trouble. 43 a/c over target 1400 - no attack due to overcast. Dropped 341 x 500 demo bombs on alternate target, BUNDETHAL M/Y-R052-560, at 1420. 3 x 500 salvoed at R0673, malfunction, due clouds, NED. Losses: Nil. Damaged: Nil. Tonnage: 85.25.

Observations: Crews reported 50 to 80 M/T going South at Q9537 at 1417 hours; white column of smoke or fire mushrooming out to large white cloud 2000 yards East of formation just as they broke from bomb run at 1421 at R0058 - believed to be rockets.

17 Group

44 a/c off to bomb M/Y at R1647. 3 a/c returned early due to engine trouble. 41 a/c over primary target 1515 - no bombs dropped due to overcast. Over alternate target - M/Y at R3529 at 1541 - no bombs dropped due to

CONFIDENTIAL

CONFIDENTIAL

overcast. All bombs returned to base at 1642.  
 Losses: 1 B-26 damaged Cat 1, flak.  
 Observations: 1 burst heavy flak over RASATT area. No results, escort good.

31 Group

17 B-26's off at 1330 - target M/Y at Q9073. 4 returned early - 3 mechanical, 1 sparo. Overcast prevented attack. 1 bomb salvoed in vicinity of target - armed due to bombardier error. 13 a/c returned 1620.  
 Losses: Nil.

34 Group

5 B-26's off at 1250 to M/Y at Q9073 - turned back at Q9348 at 1428 hours due to weather. All bombs returned at 1635. 24 a/c scheduled, but due to taxi accident on strip, balance were blocked.  
 Losses: Nil.

XII TAC

415 Night Fighter Sq - Night 28/29 Jan: No operations due to weather.

50 Group - (6 missions, 74 sorties).

28 P-47's gave escort to Mediums.

46 P-47's gave close cooperation.

Claims: M/T 6-0-2, Tanks 5-0-6, AFV 3-0-0, HDV 0-0-5, Bldgs 10-0-0, Road blocks 2 - Q925647, R125145.

Losses: Nil. Tonnage: 11 GP, .52 Frags, .5 WR.

Observations: Following towns on fire: V778440, V776455, V825513, V832537.

Times up : 0856, 1300, 1249, 0856, 1559, 1610.

Times down: 1110, 1501, 1523, 1058, 1726, 1715.

324 Group - (8 missions, 72 sorties).

57 P-47's gave close cooperation.

15 P-47's gave escort to Mediums.

Claims: R/R cars 3-0-2, Bldgs 21-1-0, HDV 3-0-0.

Losses: Nil. Tonnage: 19.25 GP, 2.25 FB.

Observations: 2 ME-109's on deck 2 miles South of BREISACH at 1655 hours - no contact.

Times up : 1600, 1220, 1335, 1420, 1150, 0900, 0955, 1035.

Times down: 1730, 1750, 1540, 1530, 1320, 1035, 1130, 1215.

358 Group - (10 missions, 112 sorties).

91 A/R sorties in HAGELAU, KARLSRUHE, BREITON-R7149, OFFENBURG, WORMS, SPEYER, LAMDAU areas.

11 a/c gave close cooperation in GAMBESHEIM area-R1113 on concentration of tanks both sides of road.

8 a/c on controller directed bombing mission on ammo dump.

Claims: Loco 1-0-10, Trailers 0-0-1, Snow plows 0-0-2, Barges 0-0-3, Radar station 0-0-1, R/R cars 43-0-13, M/T 20-0-32, Staff cars 1-0-2, Tanks 5-0-13, AFV 1-0-0, HDV 1-0-0, Bldgs 14-0-7, R/R cuts 3, Road blocks 2, Pontoon bridges 1-1-0, M/Y 5.

Losses: 2 P-47 to flak - 1 pilot killed, 1 bailed out at R0615, 2 P-47's Cat 3 pilots OK, 2 P-47's damaged Cat 1 flak.

Tonnage: 67.25 GP, 6 SAP, 2 IB, 1.56 Frags, 1.75 WP. Total 77.56 tons.

Times up : 1015, 1222, 1203, 1150, 0810, 0800, 0838, 1539, 1530, 1520.

Times down: 1233, 1420, 1400, 1400, 1050, 1010, 1054, 1749, 1730, 1750.

CONFIDENTIAL

371 Group - (17 missions, 111 sorties).

All close cooperation sorties in FREYBURG, COLMAR, MULSHHEIM, ELSEHEIM, SAEVING, WIESLER areas.  
 Tonnage: 54.5 Gz, 165 WP.  
 Claims: N/T 7 C-3, HDV 10-C-3, Blacs 24-C-4, R/R cuts 3.  
 Losses: 2 R-47's damaged Cat 2 landing, 1 R-47 Cat 1 landing.  
 Observations: R/R bridge at V859127 appeared intact. Pontoon bridge over Rhine at R2727. Fires at V7743, V8044, V8149.  
 Times up : 1314, 1114, 1153, 1250, 1400, 0843, 0813, 0745, 1430, 1645, 1624.  
 Times down: 1700, 1311, 1421, 1237, 1507, 1010, 0945, 0941, 1500, 1715, 1740.

Tac/R - (28 missions, 43 sorties).

10 flew Photo Recon.  
 38 flew Visual Recon.  
 Claims: Nil. Losses: Nil.

Prov Recce Co: No operations.

FIRST FRENCH AIR CORPS

1st Group - (2 missions, 22 sorties).

12 Escort sorties.  
 10 Fighter sweeps.  
 Claims: Nil. Losses: 1 Spit Cat 1, landing, pilot safe.  
 E/A: Nil. Bombs: Nil.

3rd Group - (7 missions, 54 sorties).

54 A/R in COLMAR, MULSHHEIM, OFFENBURG areas.  
 Claims: N/T 2-C-22, R/R cars C-C-20, 1/2 loaded with troops destroyed.  
 Losses: Nil.

ALL OTHER UNITS STOOD DOWN DUE TO GROUND CONDITIONS.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



CONFIDENTIALGAF ACTIVITY - 29 Jan.Reported by XII TAC:

Estimated 35 to 50 S/E fighter sorties on SAAR/RHINE Front daylight period 29 January comprising one flight of 15 plus fighters of J 53 in SPEYER area from 1050 to 1205 hours. Enemy aircraft very unaggressive, and although sighting allied fighter or bomber formations, went out of way to avoid combat. Also isolated strafing incidents, little damage reported.

4 to 6 possible Jet a/c active from GIEBELSTADT area. 2 ME-262's dropped bombs at V805500 at 1454 hours. No damage.

Remainder of enemy air activity confined to Recco, including 2 ME-109's which landed in STUTTGART/BOETTINGEN area.

Reported from other sources:

At 1230 hours 4 ME-109's strafed 8 machine guns at Q6547, flying East to West. One dropped an American fuel tank.

At 1240 hours 3 ME-109's strafed north of Wyandotte Sub Strip, destroying one L-4. AAA engaged and destroyed 1 ME-109.

STATUS OF COMMUNICATIONS

Improved weather during the day permitted extensive reconnaissance of both Army fronts, although observations were somewhat restricted in the Western portion of the US 7th Army front.

Generally speaking, there were no notable indications of either heavy concentrations or withdrawals of enemy forces.

MOSELLE-RHINE TRIANGLE

The Western portion of the triangle was generally quiet, and little significant activity was observed. Road traffic from SAARBRÜCKEN to ZWILLERBÜCKEN and FRIEDLARS was light; the autobahn N-E from KAISERSLAUTERN was snow-covered and untraveled nearly half way to MORMS, and from BAD-DÜRCKHEIM to LUDWIGSHAVEN the road was also snow-covered and bad. Roads South and East of FRIEDLARS, however, appeared well used, with traffic apparently moving chiefly South and East. Marshalling yards at KAISERSLAUTERN and KOBLENZ were fairly full, but no significant rail activity was observed.

One rail bridge at HUNSCHENHAUSEN-Q774912 was seen to be damaged, with South-bound traffic blocked, but North-bound passable.

In the South-east portion of the triangle, M/T and troops were observed, especially in the vicinity of SELZ and on the road from LUTTERBURG to LANDAU, moving chiefly towards the North. One large convoy was sighted between LANDAU and KARLSRUHE - no direction given. There were no points of congestion, however, nor other indications of a concentrated withdrawal.

RHINE VALLEY KARLSRUHE TO BASLE

No significant movements were observed either into or out of the COLMAR pocket. Bridges at CHAMPE-NUREMBURG and BREISACH were intact.

INTELLIGENCE REQUIREMENTS

1. Observations of possible entraining points for troops seen to be moving North from LAUTERBURG, namely: LANDAU, NEUSTADT, GERMERSHEIM, SPEYER, and KARLSRUHE and along the road from LANDAU to ANNEHEIM.
2. Observations of further movements in this area indicative of a continued thinning out, or possible withdrawal.
3. Indications of possible thinning out in the COLMAR pocket.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

C O N F I D E N T I A L2 TAFNight 28/29 Jan. (141/140).

- 37 Mosquitoes on A/R in MUNSTER-197, HALL-B04, BOCHOLT-A26, HANNOVER-X32 areas. Attacked R/R, trains and barges.
  - 37 Mosquitoes on defense patrols in ARNHEM area.
  - 13 on Rocco.
  - 50 Mosquitoes against rail and highway movement in battle area.
- Claims: M/T 2-0-22, Barges 0-0-30, Loco 0-0-14, TRG 500 plus damaged, Rail cuts 3.  
Losses: Nil.

Day 29 Jan. (307).

- 60 Bombers all aborted due to weather.
  - 121 a/c on A/R in battle area, MUNSTER and HALL areas.
  - 29 a/c on prearranged air cooperation, rail cuttings in APPELDORN/DEVEN-COB-A04 area, successful.
  - 54 on Rocco.
  - 43 on defensive patrol and escort to Bombers.
- Claims: E/A on ground 1-1-7, M/T 7-0-23, Barges 0-0-1, Loco 0-0-14, TRG 3-0-30, Rail cuts 10.  
Losses: Nil.

8th AFDay 29 Jan. (1831/1709 - 1158/1094 Bombers, 673/615 Ftrs).

- 231/93 Ports on KASSEL-G20 Hinkel AFV Plant, 252 tons, NED.
  - 194/144 Ports on SIEGEL-G25 R/R center, 420 tons, NED.
  - 113/110 on NIEDERLAHNSTEIN R/R center, 326 tons, NED.
  - 0/104 on COBLENZ/ROSELLE R/R center, 304 tons, NED.
  - 0/154 Ports on KASSEL R/R center, 444 tons, NED.
  - 620/0 4 unidentified targets.
  - 0/124 Libs on HALL R/R center, 329 tons, NED.
  - 206 Libs on MUNSTER R/R center, 568 tons, NED.
  - 9 Libs on SOEST-B23 R/R center, 24 tons, NED.
  - 37 Ports on BAD-ZRUBZACH-M03 R/R center, 109 tons, NED.
  - 76 Ports on BIELEFELD-B58 R/R center, 224 tons, NED.
  - 35 Ports on COBLENZ city, 100 tons, NED.
  - 2 Ports on 2 targets of opportunity, 6 tons, NED.
  - 673/615 a/c on fighter operations.
- Claims: E/A in air 4-0-1, E/A on ground 2-0-1.  
Losses: 7 Bombers damaged by flak, 9 Fighters - 6 lost due to flak, 3 MYR.

9th AFNight 28/29 Jan.

- 8 Black Widows on intruder patrols and Rocce attacked M/T and R/R movement in KALERSLAUTERB, TRIER and BUCHHEIMER areas.
- Claims: M/T 2-0-0, Loco 0-0-2, R/R cars 0-0-2 and set fire to 2 factories.  
Losses: Nil.

Day 29 Jan. (1439 - 552/327 Bombers, 887/827 Ftrs).

- 37/34 on BLANKENHEIM communications center, 63 tons, NED.
- 106/85 on ROHRWEILER R/R bridge, 120 tons, NED.
- 37/34 on KALL communications center, 66 tons, NED.
- 33/23 on WITTLICH city, 42 tons, NED.
- 32/26 on MAYEN city, 52 tons, NED.
- 42/39 on HARSCHELD village, 55 tons, NED.
- 37/14 on DAUM city, 28 tons, NED.
- 43/38 on AHRWEILER communications center, 52 tons, NED.
- 69/59 on RHEINRACH communications center, 118 tons, NED.

## CONFIDENTIAL

82/30 on RHEINHAL R/R bridge, 59 tons, NFO.

34 aborted.

0/2 on targets of opportunity, 1.5 tons, NFO.

Claims: Nil. Losses: Nil.

9 TAC - (286/268).

28/24 blind bombing R/R center and city STADTKYLL.

38/38 escort to Mediums.

12/11 escort to Mediums and bombed R/R in vicinity of KOBLENZ.

153/150 on A/R ST VITH, GRUM, AHNWILLER.

23/23 on special mission.

2 defensive patrol.

30/23 Rocco.

Tonnage: 104 GP, 3 Frags.

Claims: M/T 285-0-241, ATF 11-0-10, Tanks 0-0-10, HDV 5-0-1, Bldgs 16-0-5, Highway cuts 29, R/R cuts 2, R/R cars 33-0-57, Barges 3-0-3, Gun positions 3-0-2, 1 R/R bridge damaged.

Losses: 2 a/c due to flak.

29 TAC - (69/66).

47/46 A/R TRUM to VITBERG.

22/20 Rocco.

Claims: M/T 10-0-3, R/R cars 16-0-15, Loco 1-0-0, R/R cuts 6, Bldgs 4-0-0, Factories 1-0-1.

Losses: Nil.

19 TAC - (532/493).

235/228 A/R KOBLENZ, MAINZ, TRIER, TRUM area.

16/16 D/B R/R center at KAISERSLAUTERN-BC293.

145/141 Immediate cooperation to 3rd army.

48/48 Escort to Mediums.

10/10 Fighter sweeps in battle area.

12/10 Rail cutting missions along Rhine Mainz to Koblenz.

66/40 Rocco.

Tonnage: 191 GP, 47 RP, 18 Frags, 40 Napalms.

Claims: E/A on ground 6-0-9, Loco 6-0-0, Bldgs 27-0-4, M/T 506-0-330, HDV 6-0-0, R/R cuts 15, Highway cuts 4, R/R cars 99-0-169, ATF 23-0-6.

Losses: 3 a/c - 2 MYR, 1 flak.

## RAF

Night 28/29 Jan. (770/644).

226/173 STUTTGART R/R center, 726 tons, NFO.

376/298 STUTTGART engine factory, 1255 tons, fair.

67/63 BERLIN city, 78 tons, NFO.

8/7 Mosquitoes on MAINZ, 6 tons.

6 Mindelaying.

87 Counter measures.

Claims: Nil. Losses: 9 Heavies to flak, 1 Mosquito.

Day 29 Jan. (148/142).

148/142 Lancasters on KREFELD-ALO R/R center, 647 tons, NFO.

Claims: Nil. Losses: Nil.

NOTE: Front page correction: Road block which reads V365392 should be amended to read R365392.

THIS PAGE IS UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE (PROV)  
Office of the Assistant Chief of Staff, A-2  
APO 374

OSUM NUMBER 30

Period 291800 to 301800

THIS PAGE IS UNCLASSIFIED

| <u>MISSIONS</u> |               |              |    |
|-----------------|---------------|--------------|----|
| <u>XII TAC</u>  | <u>FR TAC</u> | <u>TOTAL</u> |    |
| 16              | 3             | 19           |    |
| <u>SORTIES</u>  |               |              |    |
| <u>XII TAC</u>  | <u>FR TAC</u> | <u>TOTAL</u> |    |
| F/B             | 38            | 23           | 61 |
| Ftrs            | 3             | 0            | 3  |
| Tac/R           | 14            | 0            | 14 |
| Total           | 55            | 23           | 78 |
| TONNAGE:        | 30.5          | G.P.         |    |
|                 | .5            | I.B.         |    |
|                 | 2.6           | Frgs         |    |

| <u>CLAIMS</u>                             |                 |            |        |
|---|-----------------|------------|--------|
| <u>FR TAC</u>                             |                 |            |        |
| M/T 3-C-1                                 | Pontoon Section | 0-0-1      |        |
|   | Buildings       | 2-0-0      |        |
| <u>XII TAC</u>                            |                 |            |        |
| M/T                                       | 1-0-5           | Bd bridge* | 1-0-0  |
| Pontoon section                           |                 | M/Y *      | 0-C-1  |
|   |                 | Radio      | 0-C-1  |
| Bridge                                    | 28-0-4          | station    |        |
| RR cars                                   | 7-0-22          | HDV        | 0-C-12 |
| Locos                                     | 1-0-5           | Tunnel*    | 0-C-1  |
|   |                 | RR cuts*   | 4      |
| Estimated 150 troops and 20 horses killed |                 |            |        |

\* LOCATIONS: Road Bridge ( R - 856404) M/Y ( R - 625585)  
Tunnel ( R - 797148)  
RR cuts 1 each at ( R - 9882) ( R - 7914) 2 at ( R - 8540)

| LOSSES  |      |         |         |
|---------|------|---------|---------|
|         | Lost | Damaged | Missing |
| XII TAC | 0    | 1       | 0       |
| FR TAC  | 0    | 1       | 0       |
| Total:  | 0    | 2       | 0       |

XII TAC: 1 P-47, Cat 1, flak.

FR TAC: 1 P-47, Cat 2, flak.

42 HOME WING : No operations due to weather.

XII TAC

415 Night Fighter Sqd, Night 29/30 Jan.

3/3 Beaufighters flew 3 intruder missions in the MISSEBURG, LANDAU, KARLSRUHE, STUTTGART, areas, and the last mission also dropping leaflets on LUDWIGSHAFEN and KARLSRUHE.

Observations: No rail activity in area covered between 2335 and 0135 hrs. At this time all convoys were headed in southerly and westerly direction. Amber lights observed in sky at 2,000 feet between MISSEBURG and LANDAU.

Claims: M/T 6-0-6

Losses: NIL

R/A : NIL

CONFIDENTIAL

CONFIDENTIAL

50th Group: No operations Due To Weather.

324th Group - 14/14, 3 missions.

14/14 P-47's flew 3 air cooperation missions in French sector. Attacked towns of WIDENSOLEN (V8340) destroying 4 buildings; URSCHENHEIM (V8143) - destroying 15 buildings; BURENHEITZEN (V8243) - destroying 4 buildings and damaging 2. An abbreviated A/R was flown in French battle area due to bad weather.

Observations: Fire on East side of SELESTAT, 10 stationary M/T in town at (V805447) facing West.

Claims: M/T 0-0-3, Buildings 23-0-8.

Losses: NIL

Damaged: 1 P-47, cat 1, flak.

E/A: NIL

Tonnages: 6.5 G.P., 5 I.B.

Times Up: 0855, 0845, 0900.

TOT: 0935, 0925, 0930.

Times Down 1010, 0950, 0945.

358th Group, 36/24, 3 missions.

12/0 P-47's aborted a rail cutting mission East of SAVERNE on order of controller due to weather in target area (between R8864 and S0762).

24/24 P-47's flew 2 D/B missions attacking RR bridges at HELMSTADT, (R988829) cut tracks with near misses between bridge and tunnel, damaging tunnel; RR bridge at S-059713, a primary target, was not attacked due to heavy haze and fog, but M/Y at BRUCHSAL (R65) was attacked. 6 direct hits in M/Y damaging it and destroying 4 buildings, starting fires around yard. Train of 60 cars going S. WERDENHALL (R9943) hit, destroying loco. Rail movement in STUTTGART area successfully attacked - both bombed and strafed.

Observations: At R4307 seven (7) balloons at 1,000 ft. At R8620 airborne soon with 1 twin engine plane on ground. Field appeared active. At R9786 two dummy bi-planes on ground. Heavy road traffic in vicinity of LANDAU moving in all directions.

Claims: Loco 1-0-5, M/T 1-0-2, RR cars 7-0-22, Buildings 5-0-2, HDV 0-0-12, M/Y C-0-1 (R625585) Tunnel 0-0-1 (R797148) Radio station 0-0-1, Road bridge 1-0-0 (R856404) RR cuts 4, (R98829, R850404, R856404, R797148).

Losses: NIL

Tonnages: 18 G.P.

E/A: NIL

Times Up: 0814, 0806, 0801.

TOT: 0945 - 0955, 0830 - 0950.

Times Down 0910, 1018, 1025.

371 Group: No Operations Due To Weather.

Prov Recce Group - 14/14, 7 missions.

14/14 P-6's flew 7 missions of visual reconnaissance covering the areas COLMAR, MANNHEIM, STUTTGART, but hampered by poor visibility.

Observations: These observations are the basis for the Communication Status Report and the observations of the Tac R's are therein contained and evaluated.

Claims: NIL

Losses: NIL

E/A: NIL

CONFIDENTIAL

CONFIDENTIAL

FIRST FRENCH AIR CORPS

3 Group - 23 sorties (1 returned early - oil leak, 1 flak-1 as escort .. all crossed bombline - 3 missions).

23/20 P-47's flew 3 air cooperation missions to First French Army attacking RR crossing at SEELHEIM (V648133) NRO. Ammo dump near URSCHENHEIM at V871413, 14x500 dropped destroying 2 buildings, road bridge at HELLWEILER (V663160) - 8 bombs within 200 yards of bridge but no hits; south edge of woods at STAFFELFELDEN on controller target, NRO. Strafed from HUELDLTZ to ROUFFACH. Pontoon bridge strafed at V8510 - NRO and another at V85120 - damaging a section.

Observations: NIL  
 Claims: Pontoon Section 0-0-1, M/Y 3-0-1, Buildings 2-0-0.  
 Losses: NIL  
 Damaged: 1 P-47 cat 2, flak.  
 E/A: NIL  
 Times UP: 1030, 0915, 0945.  
 TOT: 1130, 0950, 1025.  
 Times Down: 1215, 1115, 1115.

ALL OTHER UNITS STOOD DOWN DUE TO OBSCURED CONDITIONS.

WESTERN FRENCH AIR FORCE: No Operations.

G.A.F. Activity 29/30 January

There were no visual sightings of enemy aircraft during this period. An estimated 15 plus single engined fighter aircraft comprising one flight of JG53 (German Group NO.) was in STRASBURG. KARLSRUHE area from 0930 to 1030 hrs. This report came from ground sources but there was no allied contact. Formation did not cross RHINE and appeared to have mission of free-lance patrol in line of communication area only. There was also a recon in Seventh Army area between 1545 1615 hours. There were approximately 25 sorties along southern sector of front during the 24 hour period.

STATUS OF COMMUNICATIONS

9 P/B and 7 T/R missions resulted in observations in the following areas:

1. SAARLAUTERN, KAISERSLAUTERN, HEUSTADT, LANDAU, PIRMASENS.
2. KARLSRUHE, HOFENBERG, HIEHLERON, FROZHEIM.
3. OFFENBURG, FREIBURG, COLMAR.

P/R was flown and observations were scant due to weather.

MOSELLE - RHINE 4-TRIANGLE

The Seventh Army front was generally quiet. Rail activity in the KAISERSLAUTERN, KARLSRUHE, SAARBRUCKEN triangle was chiefly observed in the yards. No rail movement was observed on the lines from SAARBRUCKEN to LANDAU or from SAARBRUCKEN to NEUSTADT.

Roads in the vicinity of SAARBRUCKEN appeared to be heavily travelled and heavy M/T traffic was observed in all directions out of LANDAU. Elsewhere in this area no unusual road activity was observed, but it has been reported that M/T traffic was increased in the Western portion, rail traffic having been interrupted by bombing.

RHINE VALLEY & KARLSRUHE to BASLE

No significant movements were observed in the RHINE VALLEY South of KARLSRUHE, but photo cover of 29 January shows rail bridges serviceable at BREISACH and NEUBURG.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CONFIDENTIALKARLSRUHE - MANNHEIM - STUTTGART Area

Rail activity between MANNHEIM AND HOCHHEIM was reported heavy in both directions. Heavy movement to the East was also reported between KARLSRUHE and ILLINGEN.

INTELLIGENCE REQUIREMENTS

1. Further indications of troop and vehicle movements North from the WISSENBURG, LANDAUERBURG, area to possible entraining points in the ANNWEILER, LANDAU, NEUSCHADT, SPETER, GARDENHAIN area.
2. Observations of unusual movements eastward across the RHINE.

9TH A.F.29/30 Night - 29 a/c

- 15 Defensive patrol TIER (L22) OBERKATHE (L 72).
  - 13 Intruder, TIER: KAISERSLAUTERN (L09) NIDDERMICHEN (L37), DAUNHOLDEN.
  - 3 A/R 3rd US Army front.
- Old as: M/T 17-0-75, Locos 2-0-0, RR cars 7-0-0.  
Losses: NIL

30 Day 9th Bomber Div. No Operations.

54/7 a/c total.

9th TAC: No Operations.19th TAC: 23/0 a/c, 3rd Army - aborted.29th TAC: 12/4, 3 missions, gave cover to 5th Armored Div., destroying bridge at E. 0621.

RECON: 19/3 Losses: NIL Claims: Rt bridge 1-0-0.

8TH A.F.29/30 Jan

59/50 Mosquitos over BERLIN (275) 63.5 tons, good.

Day 30 Jan: No Operations.2 T.A.F.Night 29/30 Jan - 74 total

25 Mosquitos A/R RAFI and scale: North of RUHR and roads in area of ZWOLLE (235) 11.5 tons.

37 Defensive patrols over SOERHEIM, ZWILDER ZET, AND RUHR - uneventful.

12 Recon.

Claims: M/T: 11-0-122, 11-0-0-90, 11-0-0-0-0-0, RR cars 1-0-0-0.  
Losses: NILDay 30 Jan - 19 total

17/0 A/R aborted due to weather.

2 Weather Recon (1-0-0) - a recon mission in range of 1-0-0-0-0-0.  
Claims: NIL Losses: NIL

No Operations.

CONFIDENTIAL



CONFIDENTIAL

HEADQUARTERS  
FIRST TACTICAL AIR FORCE, (PROV)  
Office of the Assistant Chief of Staff, A-2  
AFO 374

COSUM NUMBER 31

Period 301800 to 311800

XII TAC: No operations due to weather.42 BOMB WING: No operations due to weather.FR TAC: No operations due to weather.WEAF: No operations due to weather.GAF ACTIVITY -- 31 Jan.

Photographic reconnaissance of 28 January indicate repairs in progress on Kerlin Bastard air field 4 miles W-N-W of IORIENT which is still in enemy hands, indicating possible activity against the Western French Air Force from this point.

STATUS OF COMMUNICATIONS

No air observations were made today due to weather. P/R of 30 January, however, supplies important information on the status of enemy communications, and intelligence from other sources indicates possible enemy movements of the greatest significance.

MOSELLE-RHINE TRIANGLE

Evidence accumulated during the past two days indicates considerable M/T activity, especially in the S-E portion of this area: in both directions between LANDAU and WISSEMBURG on the 29th; eastward from PIRMASINS to LANDAU on the 29th; and in all directions from LANDAU on the 30th. East of the Rhine the heavy rail traffic, reported 30 January, moving eastward from KARLSRUHE to ILLINGEN and in both directions between MANNHEIM and HEILBRONN and between MANNHEIM and HOCKENHEIM is thought to bear significant relation to activity within the triangle.

RHINE VALLEY KARLSRUHE TO BASLE

Generally weakening resistance to our advances in the Colmar pocket indicates a likely withdrawal of enemy forces in this area. No large-scale traffic movements have been reported in the past two days, but P/R of 29 January reported BREISACH and NEUBURG rail bridges intact and near BREISACH 8 sections of pontoon with tug along shore ready to move into place.

INTELLIGENCE REQUIREMENTS

1. Indications of enemy withdrawals from the Colmar pocket, with especial reference to the character of traffic at all serviceable Rhine crossings.
2. Indications of armored vehicle and troop concentrations S-E of STRASBURG, and of the character of traffic both sides of the Rhine and at river crossings from STRASBURG to WORMS. Especial significance attaches to any congestion at possible entraining points in the area inclusive of LAUTERBURG, WISSEMURG, ANNEWILLER, LANDAU, NEUSTADT, SPEYER and GERMERSHEIM.
3. Observations of road-rail activity and troop or vehicle concentrations in the PIRMASINS-NEUMKIRCHEN-KAISERSLAUTERN area.

CONFIDENTIAL

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



CONFIDENTIAL

8th AF

Day 31 Jan - (403 Bombers, 176 Fighters).  
All aborted due to weather.  
Claims: Nil. Losses: 2 a/c, NTR.

9th AF

Day 30 Jan and Night 30/31 Jan: No operations due to weather.

RAF Bomber Command

Day 30 Jan and Night 30/31 Jan: No operations due to weather.

2ND BRITISH T. A. F.

Day 30 Jan and Night 30/31 Jan: No operations due to weather.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

|  |        |                      |
|--|--------|----------------------|
| TO BE RETURNED<br>TO THE ARCHIVES<br>OF THE AAP<br>HISTORICAL OFFICE | APR 45 | FILE NO.<br>549.3063 |
|--|--------|----------------------|

DECLASSIFIED  
EO 11652

DECLASSIFIED  
EO 11652

UNFILMED

7641-4E

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

18 April OPS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Woolridge, 212 West Tenth Street, Okemah, Ok., and the  
second, Lt. Col. Lawrence E. ... County ... Arlington, ...  
"Booring" group, both under the operations officer respectively,  
comprising a constant with ... missions ... them.

1st Lt. Russell E. ... pilot, 1941 Vancouver ... Detroit,  
Mich., reported " ... started at the ... of our ... signal ...  
at ... across it."

The ... to ... first ...  
on ... to ... covering ...

An incomplete summary, for the ... more than ... sorties  
... fighters ...

Staff ...

Ch ...

... 3-4

... 4-11

... 58-106

... 40-40-

... 5-5

staff cars 3-3

trailers 3-2

... 1-2

my att ...

rail cuts 4

... 4

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

American flown B-26 Marauder today attacked an ammo dump in the 1st t. Four missions successfully attacked built up areas of the target which is an important ammo dump serving enemy forces in SW Germany.

TO BE RETURNED  
TO THE ARCHIVES  
OF THE AAF  
HISTORICAL OFFICE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OPS 20 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Both P-47 and P-51 fighters of the First Tactical Air Force today hammered at Germany's dwindling air force, in nine attacks on seven Luftwaffe airfields.

More than 70 aircraft were claimed as destroyed and 100 damaged by General Henry H. Hapgood's First Tactical Air Command P-47's alone, on the basis of incomplete reports. The air force, in P-47's alone, were credited with the interception of 100 aircraft, but only 10 were hit. They covered the battle area at the same time, as the P-47's, 10 miles southeast of Jm, with 50 tons of fragmentation bombs. The French-flown fighters were first the fighters of the Luftwaffe.

The same fighters were hit by American P-47's, and in addition they hit others at Ingolstadt, Ulf, Rhingen, 10 miles SE of Jm; Klet, just east of Munich, Augsburg, and Warburg, 10 miles northeast of Munich.

The 11th Tactical Thunderbolts also attacked the railway yard, and at Ebenhausen, 10 miles south of Ingolstadt, and at Stadelheim, 10 miles SE of Jm. In these attacks on transportation, 155 rail cars were destroyed and 219 were damaged.

A number of close cooperation missions were flown against objectives in the Seventh Army area and 110 defended buildings were destroyed and 25 were damaged.

American-flown B-26 Marauders today attacked an ammo dump in Ingolstadt. Four missions successfully attacked built up areas of the target which is an important ammo dump serving enemy forces in SW Germany.

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops 20 april

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Huge explosions with smoke rising to 10,000 feet were set off. Explosions were still continuing when the Marauders were 40 miles away on the return trip. S/Sgt Glen T. Ludy, tail gunner from Haynesburg, Ohio said, "The first explosion sent flame up to 4000 feet and the smoke skyrocketed until it was as high as we were. Fifteen minutes later I looked back and saw at least 3 3 pillars of smoke as high as the first one."

One B-26 Marauder with more than 1,000 hours of combat flight flew its 150th mission today, leading the Ugly Duckling Squadron of the Boomerang Group. The plane entered combat in June of 1943 against targets in Pantelleria. S/Sgt Fredrick W. Working, Route #1 Ligonier, Indiana, is its crew chief.

French Marauders bombed the Laupheim airdrome 12 1/2 miles Southwest of Ulm where they dropped 50 tons of frag bombs on the dispersed areas with excellent results.

There were no reports available on French First Air Corps Thunderbolts and the operations of the French Atlantic Air Command on the Atlantic Coast.

SUMMARY: (Incomplete)

|           |               |
|-----------|---------------|
| Sorties:  | More than 540 |
| Losses    | Nil           |
| e/a (gnd) | 70 104        |
| locos     | 4 4           |
| rcars     | 115 219       |
| tanks     | 2             |
| guns      | 7             |
| bldg      | 110 25        |

THIS PAGE IS UNCLASSIFIED

"The explosion with smoke rising to 10,000 feet were set off. Explosions were still continuing when the bombers were 17 miles away on the return trip. At 6:08 P. M., a pilot from Birmingham, Ala. said, "The first explosion sent flames to 10,000 feet in the air." The pilot also said he saw a large fireball. Fifteen minutes later another bomber reported seeing a large fireball of about 10,000 feet high."

One of the major problems in the development of a flight program for a robot is the problem of the control of the robot's motion. The robot must be able to move in a controlled manner, and this requires a system of control. The control system must be able to sense the robot's position and velocity, and to adjust its motion accordingly. This is a complex task, and it is one of the major challenges in the development of a flight program for a robot.

[illegible]

*(continued)*

|           |     |     |
|-----------|-----|-----|
| Port 1    | 100 | 100 |
| losses    | Nil |     |
| e/a (100) |     | 100 |
| local     | 4   | 4   |
| regions   |     | 4   |
| tanks     | 4   |     |
| gas       | 7   |     |
| blgd      | 110 | 25  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

19 April Ops

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: Bad weather in Southern Germany hampered operations of the First Tactical Air Force, but French-flown B-26's and Thunderbolts of the XII Tactical Air Command carried out limited operations.

The Thunderbolts, flying in cloud conditions that varied from 2/10 to 10/10, flew more than 150 sorties against German transport and enemy positions in the Seventh Army area.

The Marauders attacked an ordnance depot at Neu Ulm servicing the enemy troops facing the First French Army and a supply dump at Longeschlag. Hits on buildings were reported at both targets, but no further estimate of results could be made.

SUMMARY:

Sorties: 100 (approximately)

Claims: (Covering approximately one half of XII TAC sorties)

|                 |    |    |
|-----------------|----|----|
| Locomotives     | 4  | 4  |
| Railroad cars   | 10 | 8  |
| Motor transport | 5  | 5  |
| Buildings       | 17 | 20 |
| Horse-drawn veh | 5  | 5  |

No reports were available on First French Air Corps or French Atlantic Air Command operations.

ENDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

EARLY STORY FOR STARS AND STRIPES SILLY DEADLINE

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TAC AF HQ FRANCE -- Carrying the air offensive against Luftwaffe installations ~~away~~ into southern Germany, First TACAF medium bombers and fighter bombers struck today at airfields near Ulm. French and American-flown B-26s of Brig Gen James P. Doyle's bomb wing, counting upwards of 200 sorties, dropped thousands of fragmentation bombs on ~~four~~ two fields near Ulm. Thunderbolts of Brig Gen Glenn O. Barcus' XII Tac Air Command provided escort on both these missions and, ~~xxxxxxx~~ <sup>to take a</sup> ~~xxxxxxx~~ in a day of some 500 sorties, continued ~~their~~ <sup>to take a</sup> ~~harrassment~~ of German transport, ~~and~~ <sup>to take a</sup> incomplete ~~xxxxxxx~~ reports reveal ~~six~~ enemy aircraft damaged on the ground, <sup>with no</sup> ~~no~~ encounters and no losses ~~to~~ <sup>to</sup> FIRST TACAF planes in some 500 sorties reported.

to Paris at  
1950 km.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Marauder sidelits

1st Lt David L. Lobeck, 21-year-old 1st TACAF B-26 pilot, of 2020 Southwest 12th Ave., Miami, Fla., flew his medium bomber "King of Diamonds" home from Schussenried, Germany, with more than 100 holes caused by enemy aircraft fire. Both wings were peppered; two props had holes in them and the left engine was hit ~~hearts~~

One burst left a six-inch hole in the top turret but missed the gunner. ~~and~~ <sup>luck</sup> not a man in the crew was scratched."

Landing at his home base, with a flat left tire, the wheel burst into flame, but Lobeck guided the bomber to a stop safely and the fire was put out.

1950 *hm*

*File highlights April 18 1940*

1st Lt. Herbert E. Van Keuren, a 23-year-old veteran B-26 and P-47 pilot, stopped off on his way home to 14 Nevins St., Ellenville, N. Y. today and flew with the "Boomerang" <sup>medium bomber group</sup> over Germany to complete his 101st combat mission.

As a Marauder flight leader, Van Keuren <sup>flew</sup> completed 65 missions in the Mediterranean and ETO. Then, instead of going home, he transferred to a P-47 group and flew 35 fighter missions over Germany, strafing, dive-bombing and sweeping enemy territory west and east of the Rhine.

"I don't know whether I like the fighters or bombers best," Van Keuren said. "After a few fighter missions, today's bomber trip seemed like a long ~~and~~ ride."

30

A First TACAF B-26 Marauder crew chief, Technical Sergeant Stanley F. Moody, 510 E. Cross St., Ypsilanti, Michigan, saw his medium bomber return from its 100th mission today, to become the 15th Marauder in the "Ugly Duckling" squadron to reach that mark.

For M/Sgt Donald C. Mirth, Route 1, Dunkirk, N. Y., the event was the realization of a long cherished ambition, held since he came overseas 31 months ago. For the "Ugly Duckling" flight chief, the century trip of the nameless Marauder meant that all six medium bombers in his flight have passed the 100-mission mark.

Pilot in the plane today, was John E. Guepel, 2727 Shelby St., Indianapolis, Ind., who flew his first mission as a 1st Lt.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

*T. J. Smith has  
1940*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

18 april ops 1300 hrs

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

P 47 Thunderbolts of Brigadier General Glenn O. Barcus' XII Tactical Air Command flew approximately 360 sorties before 1300 hrs today in attacks on marshaling yards and other transport along the Southern sector of the Western front

On the basis of reports available on approximately 90 sorties, ~~the following information~~ attacks on four marshaling yards netted a total of 49 railcars destroyed and 75 damaged.

The marshaling yards ~~are~~ are at Gunzenhausen, Spaichingen, 10 miles NW of Tuttlingen, and in one each in the Uppingen and Ingolstadt areas.

Summary:

Sorties: approx 360

Claims (for 90 sorties)

|        |        |    |
|--------|--------|----|
| locos  | 2      | 6  |
| rrcars | 49     | 75 |
| mt     | 25x 27 | 6  |

No reports were available on French fighter-bomber activity of the First TACAF. -30-

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

18 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST NIGHT AIR FORCE WING, FRANCE: First Tactical Air Force medium bombers and fighter-bombers took place some 700 sorties against enemy airfields, rail yards, and strong points in Southern Germany.

American-flown B-24 Liberator of Brigadier General Glenn D. Jones' 1st Tactical Air Command concentrated particularly on rail communications and transport along the Southern sector of the Western Front, hitting yards at Imholzstet, Wiedstatt, 30 miles south of Wurzburg; Gunzenhausen, 40 miles southwest of Wurzburg; and Benningen, 50 miles southwest of Stuttgart. In these attacks, four locomotives were destroyed and 12 damaged, and 50 railroad cars were destroyed and 100 damaged.

Other fighter-bombers, flying escort for B-24 medium bombers of 1st Tactical AF, attacked airfields at Seussenheim, Leipheim and Albstissen, all in the Ulm area. Four enemy aircraft were damaged on the ground at these fields.

Escorted French and American bombers of General John P. Hoyl's medium bomb wing, flying nearly 200 sorties, dropped two tons of fragmentation bombs on airfields in southwest Germany near Ulm.

Two waves of American-flown medium bombers attacked an airbase at Seussenheim, 30 miles southwest of Ulm, blanketing the area.

The French also flying two waves, struck at an airfield 10 miles southwest of Ulm causing fires and explosions. Smoke rose to 10,000 feet, crew men said.

All the formations encountered flak, but the medium bombers suffered no losses. They met no enemy air opposition.

The first wave of American B-26's, was led by Col. Ashley E.

THIS PAGE IS UNCLASSIFIED

[illegible]

1. The first step in the process is to identify the problem. This involves gathering information about the situation and the people involved.

[illegible]

\* In addition, 30 miles south-east of Ulu, in section 6.

The 4th and 5th Divs. then moved forward to the vicinity of the line about 1000 feet. During this time there were explosions. Snow ceased to fall. The 4th Div. then moved forward.

1. All the formations encountered clear, but the higher bombers suffered no losses. They met no heavy air opposition.

The first wave of American Tanks, as led by Col. Asling...

1954

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1912

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7 April ops

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: French-flown B-26 Marauders of the First Tactical Air Force today attacked German pockets along the Gironde estuary for the fourth successive day without loss.

The French medium bombers flew the unescorted missions for a total of more than 120 sorties. This morning they attacked artillery positions on the Pointe de la Coubre, and they went back again in the afternoon to hit the German fort of Chateau d'Oleron on the Ile d'Oleron, an enemy strongpoint, <sup>commanding</sup> in its field of fire one of the routes by French troops in their advance toward the sea.

American-flown medium bombers today switched from the Gironde estuary targets to resume their attacks on German installations on the Southern section of the Western Front. Today's targets were two ammunition dumps in the Ansbach area, the first at Alten Lettelau, 10 miles east of Ansbach, and the second at Gunzenhausen, 10 miles southeast of Ansbach. At the first dump, the Marauders set off explosions, with smoke rising to 10,000 feet. Good results were also claimed at Gunzenhausen.

An ME-262, the first jet plane to join combat with First Tactical Air Force Marauders, was claimed as probably destroyed by Staff Sergeant Harold S. Chestnut, 1237 87th Ave., Oakland, California, a bombardier. Sgt Chestnut saw his tracers hit near the cockpit of the German plane before it rolled over and plunged toward the ground.

An ME-109 was destroyed by P-47's of General Glenn O. Barcus' XII Tactical Air Command, which furnished area cover for the American

MORE O R E

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 Apr 17 April ops

Meinerters.

Two more jets were claimed as "probables" and four were damaged by the P-71s.

Ten ME-109s attacked the Meinferters in the wake-off. Four of them bomb run at Alten (see below) and the others were in the attack. Two of the ME-109s were probably destroyed and two were in this encounter.

Another flight of five jets (see below) was in the wake-off. The second formation was in the attack. Two of them were probably destroyed and two were in this encounter.

The ME-109 was shot down by 1st Lt. James T. Jordan, Captain, Mississippi, 10 miles south of Alten. The ME-109 was down from 20,000 feet to 10,000 feet. Lt. Jordan's formation.

"They were on us in pairs," Lt. Jordan said. "It was the best tactics I've ever seen. I saw them to get on the tail of one and give him a squirt. It must have hit the pilot, because he spun in after the first burst."

An ME-109, believed to be the same formation plane, was also shot down by a P-47, near Neuenburg.

Other XII TAC Thunderbolts attacked rail lines at Pottlingen; Esslingen, 6 miles southeast of Stuttgart; Apfenberg, 3 miles south of Oberndorf; and Weinsingen; in addition to continuing their attacks on enemy ground positions in cooperation with U. S. Seventh Army troops.

On the basis of early reports covering approximately 375 XII TAC sorties, 37 railroad cars and 16 locomotives were destroyed and 121 railroad cars and 16 locomotives were damaged, and

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 300 17 April ops

Enemy strongpoints in the Heilbronn-Hall sector and near Rothenburg were hit by the P-47's and 106 buildings were destroyed and 44 damaged. A German troop concentration in a woods 10 miles northwest of Grailsheim was also hit and three enemy aircraft were destroyed on the ground and two were damaged in an attack on the Nordlingen airbase.

Reports on today's First French Air Corps and French Atlantic Air Command operations are not available.

Summary (Incomplete)

~~xxxxxx~~

| CLAIMS                  | 11341101 | 11341101 |
|-------------------------|----------|----------|
| Enemy aircraft (air)    | 2 5      | 3 1 4 1  |
| Enemy aircraft (ground) | 3 1      | 0 1 2 1  |
| Locomotives             | 10 1     | 20 1     |
| Railroad cars           | 37 1     | 141 1 6  |
| Motor transport         | 52 1     | 45 1 3   |
| Horsedrawn vehicles     | 28 1 7   | 2 1 6    |
| Guns                    | 9 1 1    | 21 1 7   |
| Buildings               | 106 1 1  | 44 1 4   |

ENLS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible]

XII Tactical Air Command, which furnished area cover for the American

**MORE OR E**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1945 17 April ops

Marauders.

Two more jets were claimed as "probables" and four were damaged by the P-7's.

Ten ME-104's attacked the Marauders as they broke off after their bomb run at Alten (L-15) and the Thunderbolts came in to the attack. Two of the enemy were probably destroyed and two damaged in this encounter.

Another flight of five jet fighters attacked a straggling Marauder after the second ammunition dump was bombed. Thunderbolts also drove these attackers off, damaging two of them.

The ME-109 was shot down by 1st Lt. James T. Jordan, Poplar, Mississippi, 10 miles south of Alten. Sixteen ME-109's came down from 20,000 feet to attack Lt. Jordan's formation.

"They came on as in pairs," Lt. Jordan said. "It was the best tactics I've ever seen them use. I managed to get on the tail of one and gave him a squirt. It was over it the pilot, because he spun in after the first burst."

An ME-108, believed to be used as a training plane, was also shot down by a P-47, near Hagenburg.

Other XII TAC Thunderbolts attacked railroads at Tuttlingen; Esslingen, 6 miles southeast of Stuttgart; Apfendorf, 3 miles south of Oberndorf; and Nordlingen; in addition to continuing their attacks on enemy ground positions in cooperation with U. S. Seventh Army troops.

On the basis of early reports covering approximately 375 XII TAC sorties, 37 railroad cars and 16 locomotives were destroyed and 141 railroad cars and 14 locomotives were destroyed, 222 damaged.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

17 april ops 1300 hours

American-flown P-47's of the XII Tactical Air Command, flying 240 sorties before noon today, destroyed a German ME-109, attacked enemy gun positions 3 miles east of Nurnberg, and hit a German strong point at Glaubach, 10 miles northwest of Crailsheim.

Other fighter-bombers struck at a marshalling yard at Geisingen, 30 miles east of Freiburg.

Unescorted French-flown B-26's for the fourth consecutive day, continued close cooperation attacks with French forces on the Gironde estuary, attacking enemy artillery positions in the Pointe de le Coubre.

American-flown B-26's attacked an ammunition dump near Alten Dettelshail, 10 miles east of Ansbach.

The ME-109 destroyed was shot down by XII TAC P-47's which gave them area cover.

An incomplete summary of the forenoon's operations, covering 50 of the fighter-bomber sorties, follows:

CLAIMS: (Sorties: More than 315)

|         |       |
|---------|-------|
| ea (a)  | 1-0   |
| loco    | 3-6   |
| rrcars  | 4-21  |
| mt      | 0-1   |
| guns    | 5-5   |
| blōgs   | 30-20 |
| m/y att | 1     |

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

16 April 1945 OPS

A FIRST TACTICAL AIR FORCE B-26 MARAUDER BASE, FRANCE - American flown B-26 Marauders today added their punch to that of the French-flown mediums of the First TACAF against German positions on the Gironde estuary as the offensive against Nazi pockets in the Atlantic Coast went into its third day.

First TACAF fighter-bombers of Brigadier General Glenn C. Barnes' XII Tactical Air Command continued their attacks on German defensive and communications ahead of the American Seventh and French First Armies.

The Marauders, in one of their biggest days since they started operations in France, flew from early morning until after 8 p.m. tonight. Heavy calibre guns, entrenchment, pillboxes, and reinforced buildings were attacked with good effect.

More than 400 tons of bombs, including 500, 1,000 and 2,000 pound bombs, were dropped. The Marauders encountered neither flak nor enemy fighters and there were no losses.

On the basis of early reports covering a, approximately 400 of the more than 560 sorties flown by XII Tac Thunderbolts, 122 railroad cars and 17 locomotives were destroyed or damaged in attacks on four marshalling yards, two of them at Roulingen, 30 miles South of Stuttgart, and one each at Werbertingen, 30 miles N of Friedrichshafen, and at Ulm.

Six enemy strongpoints on and immediately beyond the frontlines in the Heilbronn - Hall sector were bombed and strafed.

more

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

16 April 1945

THIS PAGE IS UNCLASSIFIED

One Me 109 was destroyed by a member of the 14th Group, 12 miles South of Leyreuth and 3 enemy aircraft were destroyed on the ground and another damaged.

Two of them were on a airfield 12 miles SW of Weizbach (approx. 12 miles East of Nurnberg); one was destroyed and one damaged on a section of an autobahn in the same area which had been converted to a landing strip; and the remaining three were hit on the Weizbach airfield.

One span of a bridge on the rail line linking Grollshelm and Weizbach, 12 miles South, was knocked out by 14th Fighter-bombers.

REMARKS (Incom. Notes)

Sorties were then 100 (not including French Atlantic Air Command and 1st French Air Corps fighters)

|           |     |    |
|-----------|-----|----|
| a/s (air) | 1   | 0  |
| a/s (gnd) | 6   | 1  |
| locos     | 7   | 10 |
| trucks    | 20  | 31 |
| mt        | 50  | 32 |
| hvy       | 44  | 10 |
| blg       | 114 | 33 |



THIS PAGE IS UNCLASSIFIED

16 April 1945 GFS

A FIRST TACTICAL AIR FORCE B-26 MARAUDER BATTLES FRANCE - American flown B-26 Marauders today added their punch to that of the French-flown mediums of the First TACAF against German positions on the Gironde estuary as the offensive against Nazi pockets on the Atlantic Coast went into its third day.

First TACAF fighter-bombers of Brigadier General Glenn O. Barnes' XII Tactical Air Command continued their attacks on German defensive and communications ahead of the American Seventh and French First Armies.

The Marauders, in one of their biggest days since they started operations in France, flew from early morning until after 5 p.m. tonight. Heavy calibre guns, entrenchments, pillboxes, and defended buildings were attacked with good effect.

More than 450 tons of bombs, including 800, 1,000 and 2,000 pound bombs, were dropped. The Marauders encountered neither flak nor enemy fighters and there were no losses.

On the basis of early reports covering approximately 400 of the more than 500 sorties flown by XII TAC Thunderbolts, 122 railroad cars and 17 locomotives were destroyed or damaged in attacks on four marshalling yards, two of them at Neuplingen, 20 miles south of Stuttgart, and one each at Herberlingen, 30 miles N of Friedrichshafen, and at Ulm.

Six enemy strongpoints on and immediately beyond the frontlines in the Heilbronn - Hall sector were bombed and strafed.

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

16 April ops

One Me 109 was destroyed by a member of the 358th Group 10 miles South of Bayreuth and 6 enemy aircraft were destroyed on the ground and another damaged.

Two of them were on an airrome 7 miles SE of Sulzbach( approx. 35 miles East of Nurnberg); one was destroyed and one damaged on a section of an autobahn in the same area which had been converted to a landing strip; and the remaining three were hit on the Boblingen airrome.

One span of a bridge on the rail line linking Creilsheim and Ellwangen, 15 miles South, was knocked out by 358th fighter-bombers.

SUMMARY (Incomplete):

Sorties More than 50 (not including French Atlantic Air Command and First French Air Corps fighters)

|           |     |    |
|-----------|-----|----|
| a/a (air) | 1   | 0  |
| a/a (gnd) | 6   | 1  |
| locom     | 7   | 10 |
| trucks    | 29  | 93 |
| mt        | 59  | 32 |
| hvy       | 44  | 10 |
| bdg       | 114 | 66 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1400 hrs 16 April

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: French-flown B-26's continued their assault for the third day against German positions in the Gironde estuary in close cooperation with French ground troops. This morning they attacked artillery positions northwest of Point Coubre, 11 miles northwest of Royan with 1,000 and 2,000-pound high explosive demolition bombs. Flying in four waves at 10-minute intervals, <sup>the</sup> French medium bombers attacked large calibre guns, ~~artillery positions~~ <sup>the</sup> ~~artillery~~ <sup>the</sup> ~~troops~~. Crews reported good results. They encountered no flak and there were no losses.

Heading the first formation was Colonel Bodet, commanding all French B-26's.

A pilot reported, "All of our bombs exploded at the same time in an excellent concentration", and another pilot added, "Whole areas were covered with smoke from the preceding attacks and we dropped our bombs right into the middle of it."

Crews reported naval batteries firing on Point Greve. They saw smoke and fire at Soulac sur Mer, and fires were also reported on Point Coubre. F.A.A.C. also operated in same area, but reports are not available.

Meanwhile, P-47's of the XII Tactical Air Command continued their attacks on targets in advance of the Sixth Army Group, flying more than 300 sorties before noon today, <sup>with early reports averaging 100 sorties at 1300 hrs.</sup> ~~but at 1300 hrs. the 100 sorties for which report was available~~  
The American-flown Thunderbolts hit a railroad yard at Herbertingen, 50 miles southeast of Stuttgart, and two other railroad yards near Reutlingen, 18 miles south of Stuttgart.

Other fighter-bombers hit a road intersection at Crailsheim, <sup>some of</sup> ~~the~~ scene of <sup>current</sup> the U. S. Seventh Army's bitterest fighting, and went on to bomb and strafe Windlisch and Orachbach, two small villages

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Early reports are approximately 100 sorties

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

12 miles northwest of Crailsheim. Brashbach ~~is reported to~~  
~~have been~~ left in flames.

No enemy aircraft were encountered in any of the fighter-bomber operations.

*Summary*  
Summary of the forenoon's operations follows:

| CLAIMS:              | DISABLED | DAMAGED |
|----------------------|----------|---------|
| Locomotives          | 4        | 6       |
| Railroad cars        | 16       | 61      |
| Motor transport      | 10       | 2       |
| Horse-drawn vehicles | 7        | 3       |
| Buildings            | 39       | 26      |

THIS PAGE IS UNCLASSIFIED

**First TACAF ops 15 April**

**FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE:** French-flown B-26's of the First Tactical Air Force today pounded at defensive positions along the Gironde estuary. Two waves of Marauders attacked strong points and pillboxes near Jaffe, 2 miles northeast of Royan, while an additional force dropped high explosive and fragmentation bombs on trenches, rifle pits, block houses and other defenses near Roube, one and a half miles east of St. Georges Diddone.

Eight formations of American-flown B-26 Marauders attacked enemy defenses in the Jaffe and Roube districts surrounding the city of Royan, controlling the estuary of the Gironde river north of Bordeaux. The veteran B-26 groups for the first time in more than two years of combat, flew westward to attack an objective. The defense areas were well covered with demolition and fragmentation bombs. They encountered little anti-aircraft defense, no enemy fighters and suffered no losses.

Meanwhile, P-47's of the XII Tactical Air Command, limited in activity by bad weather in the target areas, continued their attacks on enemy defensive positions and communications ahead of the U. S. Seventh Army.. Strong points in the vicinity of Loewenstein were again attacked this morning, and Unter Heiarist, a small town about three miles west of Loewenstein was left in flames.

Enemy positions at Heuchlingen, 35 miles east of Stuttgart; Heltenberg, 33 miles east of Stuttgart and Steinbach, 30 miles northeast of Stuttgart were also attacked. Steinbach is reported to be left in flames.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add 15 april ops

Marshalling yards at Donauworth, 25 miles north of Augsburg, Hersbruch, 15 miles northeast of Nurnberg, and Neuhaus, 23 miles northeast of Nurnberg were bombed and strafed.

A summary of the day's operations, still incomplete, follows:

**SORTIES:** More than 500.

| CLAIMS                     | DISABLED | DAMAGED |
|----------------------------|----------|---------|
| Locomotives                | 5        | 5       |
| Railroad cars              | 42       | 159     |
| Motor transport            | 52       | 13      |
| Horsedrawn vehicles        | 63       | 104     |
| Buildings                  | 135      | 30      |
| Marshalling yards attacked | 3        |         |

ENDS

**SIDELIGHT TO OPS:**

**FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE:** The eleventh ship of its squadron to reach the century mission mark, the Marauder "Daisy Mae", today reached the 100-mission figure in the attack on the Jaffe area at Royan.

The Marauder has been in service one year and ten days, flying 739 hours to reach that total. The crew chief is Technical Sergeant Clifford E. Hill, Route 2, Homer, Georgia.

ENDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First TACAF ops 15 April

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: French-flown B-26's of the First Tactical Air Force today pounded at offensive positions along the Cironne estuary. Two waves of raiders attacked strong points and pillboxes near Joffe, 2 miles northeast of Royan, while an additional force dropped high explosive and fragmentation bombs on trenches, field pits, bunkers and other defenses near Houde, one and a half miles south of St. Georges la Riviere.

A tight formation of American-flown B-26's attacked enemy defenses in the Joffe area. The raiders hit the city of Royan, controlling the estuary of the Cironne river north of Bordeaux. The veteran raid group, for the first time in more than two years of combat, flew westward to attack an objective. The defense areas were well covered with demolition and fragmentation bombs. They encountered little anti-aircraft defense, no enemy fighters and suffered no losses.

Meanwhile, P-47's of the XII Tactical Air Command, limited in activity by bad weather in the target area, continued their attacks on enemy defensive positions and communications lines of the U. S. Seventh Army. Strong points in the vicinity of Loewenstein were again attacked this morning, and Unter Heinriet, a small town about three miles west of Loewenstein was left in flames.

Enemy positions at Heuchlingen, 15 miles east of Stuttgart; Maltenberg, 33 miles east of Stuttgart and Steinbach, 30 miles northeast of Stuttgart were also attacked. Steinbach is reported to be left in flames.

MOB

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add 15 april ops

Marshalling yards at Donauworth, 25 miles north of Augsburg, Hersbruch, 15 miles northeast of Nurnberg, and Neuhaus, 23 miles northeast of Nurnberg were bombed and strafed.

A summary of the day's operations, still incomplete, follows:

SORTIES: More than 500.

| CLAIMS                     | DISABLED | DAMAGED |
|----------------------------|----------|---------|
| Locomotives                | 5        | 5       |
| Railroad cars              | 42       | 159     |
| Motor transport            | 52       | 13      |
| Horsedrawn vehicles        | 63       | 104     |
| Buildings                  | 135      | 30      |
| Marshalling yards attacked | 3        |         |

ENDS

SIDELIGHT TO OPS:

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: The eleventh ship of its squadron to reach the century mission mark, the Marauder "Daisy Mae", today reached the 100-mission figure in the attack on the Jaffe area at Royan.

The Marauder has been in service one year and ten days, flying 739 hours to reach that total. The crew chief is Technical Sergeant Clifford W. Hill, Route 2, Homer, Georgia.

ENDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

REMARKS  
FIRST TACTICAL AIR FORCE  
AFHQ  
Public Relations Office

THIS PAGE IS UNCLASSIFIED

French-flown B-26 Marauders of the First Tactical Air Force today mark their second year of combat operations with an attack on enemy positions in the Roan sector. Flying throughout the Mediterranean and European Theatres during the past year, the French firm have flown more than 3500 sorties on more than 100 missions over Italy, Southern France and Germany; and have dropped more than 6,000 tons of bombs.

The 81st Bombardment Group, is the outgrowth of an American-trained French B-26 squadron which began operations from England under a Marauder wing commander, Brigadier General Robert M. Weaver, now Major General Weaver and in the First Tactical Air Force.

Operationally, it still is guided by the American medium bomber wing, commanded now by Brigadier General John H. H. H.

Many of the aircraft in the group were veterans of the French Air Force prior to German occupation of France, and have flown through the African campaigns on the fight for Sicily to there in the course of time.

One French group, thus formed has been cited by General Eisenhower and awarded the Croix de Guerre with Palm for outstanding accomplishment during the Allied offensive in Italy last spring.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HEADQUARTERS  
FIRST TACTICAL AIR FORCE  
APO 374  
Public Relations Office

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French-flown B-26 Marauders of the First Tactical Air Force today began their second year of combat operations with an attack on enemy positions in the Bayan pocket. Flying throughout the Mediterranean and Europe in the past year, the French airmen have flown more than 3500 sorties on more than 100 missions over Italy, Southern France and Germany; and have dropped more than 5,000 tons of bombs.

In 1944, the B-26 Marauders, in the outgrowth of an American-trained French unit, began operations from Sardinia under the command of General Robert L. ... General ... the First Tactical Air Force.

Operationally, it is ... by the same American medium command, ... General John H. Boyle.

Many of the airmen in the unit were members of the French Air Force prior to the occupation of France, and have either flown through the difficult ... the fight or ... there in the course of time.

One French group thus formed has been cited by General De Gaulle and awarded the Croix de Guerre with Palm for outstanding accomplishment during the Allied offensive in Italy last Spring.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

NO. 100-100-100  
FIRST TACTICAL AIR FORCE  
APO 374  
1011 Relations Office

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1. 100-100-100

French airmen of the First Tactical Air Force were unconcerned this morning when it was announced for the first time that briefing there were almost forgotten enemy positions on the west coast of France today.

There was no reaction in the air force headquarters for a long of excited comment on the news. The air force headquarters was for target information and study of the situation. Photographs of the areas to be attacked. In spite of the fact that they were in France it was heard, another mission to them.

Airmen for the first time were not surprised to hear they were to bomb France. "It only matters that Germans are there; one of them said.

"Another word, 'In France the Germans they've got to be defeated."

An enlisted bombardier whose wife and child live in Bordeaux, and who has relatives near Bordeaux also expressed some concern. "I'd like to go," he said. "As long as the Germans are there our people live a terrorized life. If this is going to help clear the situation, my only hope is that few Frenchmen will be hurt."

As pilot, resident of Paris, added, "If there are Germans in France and they have to be bombed," well, we're fighting a war and it must be done."

All the airmen voiced concern for the French who might be in the areas under attack.

Another pilot from Bizerte, Tunis, said, "It's easy enough to hit the target, but there may be French within our target area."

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

HEADQUARTERS  
FIRST TACTICAL AIR FORCE  
APO 374  
Public relations office

14 March 1945

French airmen of the First Tactical Air Force were unconcerned this morning when it was announced for the first time at briefing they were almost forgotten enemy positions on the west coast of France today.

There was no reservation in facial expressions nor exchange of excited comment between B-26 bombardier airmen. A time consideration was for target information and study of maps and photographs of the areas to be attacked. In spite of the fact that they were bombing France it was merely another mission to them.

Airmen for the most part were non-committal though they were to bomb France. "It only matters what the Germans are doing and what they say."

"Another added, "In France and Germany they've got to be defeated."

"An enlisted bombardier whose wife and family live in Bordeaux, and who has relatives near Noyen did express some concern. "I'm glad to go," he said. "As long as the Germans are there our people live a terrorized life. If this is going to help clear the situation, my only hope is that few Frenchmen will be hurt."

As pilot, resident of Paris, added, "If there are Germans in France and they have to be bombed," well, we're fighting a war and it must be done."

All the airmen voiced concern for the French who might be in the areas under attack.

"Another pilot from Bizerte, Tunis, said, "It's easy enough to hit the target, but there may be French within our assigned area."

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

[illegible][illegible]

During the attack on the rail line, all 2000-2100s  
 1000-1100s, 1200-1300s, 1400-1500s, 1600-1700s, 1800-1900s,  
 2000-2100s, 2200-2300s, 2400-2500s, 2600-2700s, 2800-2900s,  
 3000-3100s, 3200-3300s, 3400-3500s, 3600-3700s, 3800-3900s,  
 4000-4100s, 4200-4300s, 4400-4500s, 4600-4700s, 4800-4900s,  
 5000-5100s, 5200-5300s, 5400-5500s, 5600-5700s, 5800-5900s,  
 6000-6100s, 6200-6300s, 6400-6500s, 6600-6700s, 6800-6900s,  
 7000-7100s, 7200-7300s, 7400-7500s, 7600-7700s, 7800-7900s,  
 8000-8100s, 8200-8300s, 8400-8500s, 8600-8700s, 8800-8900s,  
 9000-9100s, 9200-9300s, 9400-9500s, 9600-9700s, 9800-9900s,  
 10000-10100s, 10200-10300s, 10400-10500s, 10600-10700s,  
 10800-10900s, 11000-11100s, 11200-11300s, 11400-11500s,  
 11600-11700s, 11800-11900s, 12000-12100s, 12200-12300s,  
 12400-12500s, 12600-12700s, 12800-12900s, 13000-13100s,  
 13200-13300s, 13400-13500s, 13600-13700s, 13800-13900s,  
 14000-14100s, 14200-14300s, 14400-14500s, 14600-14700s,  
 14800-14900s, 15000-15100s, 15200-15300s, 15400-15500s,  
 15600-15700s, 15800-15900s, 16000-16100s, 16200-16300s,  
 16400-16500s, 16600-16700s, 16800-16900s, 17000-17100s,  
 17200-17300s, 17400-17500s, 17600-17700s, 17800-17900s,  
 18000-18100s, 18200-18300s, 18400-18500s, 18600-18700s,  
 18800-18900s, 19000-19100s, 19200-19300s, 19400-19500s,  
 19600-19700s, 19800-19900s, 20000-20100s, 20200-20300s,  
 20400-20500s, 20600-20700s, 20800-20900s, 21000-21100s,  
 21200-21300s, 21400-21500s, 21600-21700s, 21800-21900s,  
 22000-22100s, 22200-22300s, 22400-22500s, 22600-22700s,  
 22800-22900s, 23000-23100s, 23200-23300s, 23400-23500s,  
 23600-23700s, 23800-23900s, 24000-24100s, 24200-24300s,  
 24400-24500s, 24600-24700s, 24800-24900s, 25000-25100s,  
 25200-25300s, 25400-25500s, 25600-25700s, 25800-25900s,  
 26000-26100s, 26200-26300s, 26400-26500s, 26600-26700s,  
 26800-26900s, 27000-27100s, 27200-27300s, 27400-27500s,  
 27600-27700s, 27800-27900s, 28000-28100s, 28200-28300s,  
 28400-28500s, 28600-28700s, 28800-28900s, 29000-29100s,  
 29200-29300s, 29400-29500s, 29600-29700s, 29800-29900s,  
 30000-30100s, 30200-30300s, 30400-30500s, 30600-30700s,  
 30800-30900s, 31000-31100s, 31200-31300s, 31400-31500s,  
 31600-31700s, 31800-31900s, 32000-32100s, 32200-32300s,  
 32400-32500s, 32600-32700s, 32800-32900s, 33000-33100s,  
 33200-33300s, 33400-33500s, 33600-33700s, 33800-33900s,  
 34000-34100s, 34200-34300s, 34400-34500s, 34600-34700s,  
 34800-34900s, 35000-35100s, 35200-35300s, 35400-35500s,  
 35600-35700s, 35800-35900s, 36000-36100s, 36200-36300s,  
 36400-36500s, 36600-36700s, 36800-36900s, 37000-37100s,  
 37200-37300s, 37400-37500s, 37600-37700s, 37800-37900s,  
 38000-38100s, 38200-38300s, 38400-38500s, 38600-38700s,  
 38800-38900s, 39000-39100s, 39200-39300s, 39400-39500s,  
 39600-39700s, 39800-39900s, 40000-40100s, 40200-40300s,  
 40400-40500s, 40600-40700s, 40800-40900s, 41000-41100s,  
 41200-41300s, 41400-41500s, 41600-41700s, 41800-41900s,  
 42000-42100s, 42200-42300s, 42400-42500s, 42600-42700s,  
 42800-42900s, 43000-43100s, 43200-43300s, 43400-43500s,  
 43600-43700s, 43800-43900s, 44000-44100s, 44200-44300s,  
 44400-44500s, 44600-44700s, 44800-44900s, 45000-45100s,  
 45200-45300s, 45400-45500s, 45600-45700s, 45800-45900s,  
 46000-46100s, 46200-46300s, 46400-46500s, 46600-46700s,  
 46800-46900s, 47000-47100s, 47200-47300s, 47400-47500s,  
 47600-47700s, 47800-47900s, 48000-48100s, 48200-48300s,  
 48400-48500s, 48600-48700s, 48800-48900s, 49000-49100s,  
 49200-49300s, 49400-49500s, 49600-49700s, 49800-49900s,  
 50000-50100s, 50200-50300s, 50400-50500s, 50600-50700s,  
 50800-50900s, 51000-51100s, 51200-51300s, 51400-51500s,  
 51600-51700s, 51800-51900s, 52000-52100s, 52200-52300s,  
 52400-52500s, 52600-52700s, 52800-52900s, 53000-53100s,  
 53200-53300s, 53400-53500s, 53600-53700s, 53800-53900s,  
 54000-54100s, 54200-54300s, 54400-54500s, 54600-54700s,  
 54800-54900s, 55000-55100s, 55200-55300s, 55400-55500s,  
 55600-55700s, 55800-55900s, 56000-56100s, 56200-56300s,  
 56400-56500s,

THE UNIVERSITY OF CHICAGO

443

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First TACAF ops 13 April

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: Sixty enemy aircraft were destroyed and another 67 damaged yesterday (Thursday) in a continuation of the resultful attacks on German airfields that have marked the operations of Gen. Glenn O. Barcus' Twelfth Tactical Air Command P-47's this week.

Delayed by weather until mid-morning, the American Thunderbolt pilots scored heavily against the grounded Luftwaffe on nine airfields as soon as ground haze lifted. Only on a few they challenged in the air. On this one alone one ME-109 was destroyed and another damaged. Fifty-nine combat aircraft, most of them single-engine fighters, were destroyed on the ground and 67 damaged. Thirty-seven still were in a single group high stacked at the airfields of Rott, Albstadt, and Nuremberg. Other airfields held a good number of enemy aircraft were at Augsburg, Ulm, Ingolstadt, Oer, and Oettingen. Another group claimed 16 ~~taxative~~ destroyed and 18 damaged at Bayreuth.

Flying more than 150 sorties on 12 April, 111 TACAF P-47's also scored against enemy transport, claiming 76 motor transport, 37 rail cars and one locomotive, with damage to 18 other locomotives. During attacks on airfields, two hangars were destroyed and four damaged. More than 200 buildings were destroyed and four damaged. More than 200 buildings were destroyed in attacks on two small defended villages.

Medium bombers were grounded by weather.

ENDS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

12 April

D

THIS PAGE IS UNCLASSIFIED

In operations which extended to within 10 miles of the  
yesterday  
Czech border, P-47's of the 121 TFG attacked 12 marshalling  
yards and ahead of Seventh Army troops, destroying or damaging  
12 locomotives, and destroyed 4 aircraft on the ground and  
2 in the air.

Ten of the aircraft destroyed on the ground were hit  
at an airfield N. E. of Bayreuth. Sixteen were destroyed  
there.

Three enemy strong points about 20 miles south of Nurem-  
berg were attacked, and 20 captured. 7 miles N. of Nuremberg  
of helicopter, enemy troops were killed and destroyed.  
~~Enemy aircraft destroyed 4 on the ground and 2 in the air.~~

On an Me 109, one of four e/a destroyed in the air, was  
shot down over Weiden, less than 20 miles from the Czech  
frontier. 1

The marshalling yard attacks ranged ~~from~~ over the entire  
area east and south of Sixth Army Group troops.

~~The 121 TFG operations brought the total list~~  
Total miles flown to more than 500. During the past 24 hours yesterday  
attacked fuel and ammunition dumps with good effect.

Summary:

Sorties more than 500

Losses ?

EA (air)

(ground)

4

4

4

more (over)

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

12 April

Flying approximately 200 sorties before one o'clock today, XII Tactical Air Command P-47's of the First Tactical Air Force attacked ~~marshalling yards~~ 7 marshalling yards, destroying 44 railroad cars and damaging 187, as well as making five attacks on enemy strong points and troops concentrations in advance of the American Seventh Army.

The marshalling yards attacked were part of the rail system linking Schweinfurt, Nuremberg, Augsburg, and Ulm.

Enemy strongpoints were hit in the Kitzingen, Uffenheim, Neustadt area.

Three enemy aircraft were damaged on the ground in the Nordlingen region.

SUMMARY:

Sorties approx. 200

|        |    |     |
|--------|----|-----|
| a/c    |    | 3   |
| locos  | 18 | 29  |
| rrcars | 44 | 187 |
| mt     | 34 | 23  |
| blag   | 41 | 20  |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First Tactical Air Force  
Release No. # 162  
11 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

36 ENEMY AIRCRAFT DESTROYED IN AIR AND ON GROUND BY FIRST TACTICAL

FIRST TACTICAL AIR FORCE HQ., France, April 11--Thirty-six enemy aircraft were destroyed and 24 damaged in the air and on the ground yesterday by First Tactical Air Force pilots as they continued their assaults on airdromes, according to revised intelligence reports today.

In the last three days--Sunday, Monday, Tuesday--First TAC AF planes have destroyed 144 enemy aircraft in the air and on the ground.

During darkness last night and early today Beaufighter night fighters of 12th Tactical Air Command carried out uneventful patrols over the Sixth Army Group area.

Revised summary of yesterday's claims:

SORTIES: More than 900

Enemy aircraft on ground: 31 destroyed, 23 damaged

Enemy aircraft in air : 5 destroyed, 1 damaged.

|                     | <u>Destroyed</u> | <u>Damaged</u> |
|---------------------|------------------|----------------|
| Locomotives         | 9                | 17             |
| Rail cars           | 148              | 226            |
| Motor transport     | 69               | 48             |
| Tanks               | 1                | 0              |
| Fortified buildings | 278              | 125            |
| Guns                | 26               | 9              |

end

1300 hours

Censored: Frisbee, 190.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First TACAF ops 1 April

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: French and American flown medium bombers of the First Tactical Air Force, more than 200 strong, today blasted the town of Schweinfurt in the path of American Seventh Army troops, while XII Tactical Air Command P-47's attacked other towns in the same area.

In addition, the fighter-bombers attacked marshalling yards, airbases, and flew patrols deep into Germany as Munich.

American and French Mustangs in direct cooperation with advancing American Seventh Army forces today pounded the German town of Schweinfurt, 24 miles northeast of Nuremberg, striking areas reported excellent concentrations in good coverage of assigned areas in the towns.

American airmen reported explosions and fires resulting from their attacks. First wave over the town were Mustangs from the AAF's oldest medium bomber group, led by Colonel Wallace C. Barrett, group commander, of 1730 M. St., Northwest, Washington, D. C.

Bombardier, 1st Lt. Harold C. Burns, 490 Washington, Denver, Colorado, reported, "As we broke away from the target, I saw buildings burning and smoke rising to about 5000 feet, and bombs still were dropping into the area."

Flying more than 200 sorties today, the medium bombers had no losses, although they encountered from scant to intense flak over the towns. The aerial assault was preceded by artillery preparations laid down by the Army on enemy ack-ack positions.

P-47's gave area cover for the attacking medium bombers who

MORE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 day ops

dropped more than half a thousand high explosive demolition bombs.

Following up the mid-day attack on the enemy fortified town of Schweinfurt, Marauders of the "Boomerang" Group, led by their commanding officer, Colonel Ashley E. Woodruffe, 310 W. Market St., Philadelphia, Pa., covered their assigned area, causing additional fires and smoke, which rose to several thousand feet.

Staff Sergeant Max E. Good, bombardier, of 101 S. James St., Springfield, Pa., reported, "We knocked down our section of the town and left it smoking." The final assault on the town was carried out by 69 planes, without loss, although some flak was encountered. There was no enemy aircraft opposition.

Totals for the days operations show 200 bombs dropped in an area measuring three fourths by one mile/which covered more than 1200 high explosive demolition bombs, or some 380 tons. The entire operations were carried out without loss.

2nd Lt. Chesley E. Lightfoot, a pilot, from Chula, Cal., flying in the last flight over Schweinfurt, said, "There were bombs all over the damned place. I never saw so many."

As the Marauders hit Schweinfurt, XII Tactical Air Command P-47's dive-bombed and strafed gun positions nearby. They attacked fortified enemy positions in three small towns in the Schweinfurt vicinity, and in Rothenburg, 30 miles southeast of Nuremberg, and Beurlbach, 2 miles north of Crailsheim.

Three airdromes, at Illesheim, 30 miles west of Nuremberg, and near Munich, were strafed and 11 enemy aircraft were destroyed and four damaged.

MORE

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add ops

The Ansbach and Nuremberg marshalling yards were attacked and 41 railway cars and 7 locomotives were destroyed. 96 railway cars were damaged.

An entire German flight of 4 ME-109's was shot down in the Grailsheim area by P-47's of the 558th "Orange-Tail" group, and the same American pilots later shot down a Fieseler-storch liaison plane in the Munich area.

Summary for the day's operations, still incomplete, follows:

MORTALS: Approximately 700.

| CLAIMS                  | DESTROYED | DAMAGED |
|-------------------------|-----------|---------|
| Enemy aircraft (Ground) | 11        | 4       |
| Enemy aircraft (Air)    | 5         | 0       |
| Locomotives             | 7         | 9       |
| Railroad Cars           | 41        | 96      |
| Motor transport         | 25        | 22      |
| Guns                    | 20        | 2       |
| Buildings               | 229       | 95      |
| Airbases attacked       | 3         |         |

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First TACAF ops 13 April

FIRST TACTICAL AIR FORCE HEADQUARTERS, REPORT: French and American flown medium bombers of the First Tactical Air Force, more than 200 strong, today blasted the town of Schweinfurt in the path of American Seventh Army troops, while XII Tactical Air Command P-47's attacked other towns in the same area.

In addition, the fighter-bombers attacked marching fires, airbases, and flew patrols deep into Germany as Munter.

American and French Mustangs in direct cooperation with advancing American Seventh Army forces today pounded the German town of Schweinfurt, 22 miles northeast of Wurzburg, striking a crew reported excellent concentrations in good coverage of assigned areas in the towns.

American planes reported explosions and fires resulting from their attacks. First wave over the town were Mustangs from the AF's oldest medium bomber group, led by Colonel Wallace C. Barrett, group commander, of 1750 M. St., Northwest, Washington, D. C.

Commander, 1st Lt. Harold C. Burns, 490 Washington, Denver, Colorado, reported, "As we broke away from the target, I saw billings burning and smoke rising to about 5000 feet, and bombs still were dropping into the area."

Flying more than 200 sorties today, the medium bombers had no losses, although they encountered from scant to intense flak over the towns. The aerial assault was preceded by artillery preparations laid down by the Army on enemy ack-ack positions.

P-47's gave area cover for the attacking medium bombers who

NOTE

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 day ops

dropped more than half a thousand high explosive demolition bombs.

Following up the day attack on the enemy fortified town of Schweinfurt, members of the "Boomerang" Group, led by their commanding officer, Colonel Ashley E. Woodridge, 210 W. Market St., Clearfield, Pa., covered their assigned area, causing additional fires and smoke, which rose to several thousand feet.

Staff Sergeant Max W. Good, bombardier, of 102 S. J mes St., Springdale, Pa., reported, "We looked down our section of the town and left it smoking." The final assault on the town was carried out by 69 planes, without loss, although some flak was encountered. There was no enemy aircraft in position.

Totals for the day's operations show 20 sorties dropped <sup>bombs</sup> in an area measuring three fourths of one mile by <sup>which</sup> covered by more than 1200 high explosive demolition bombs, or some 280 tons. The entire operations were carried out without loss.

and Lt. Chesley E. Lightfoot, a pilot, from Omaha, Neb., flying in the last flight over Schweinfurt, said, "There were bombs all over the damned place. I never saw so many."

As the Marauders hit Schweinfurt, XII Tactical Air Command P-47's dive-bombed and strafed gun positions nearby. They attacked fortified enemy positions in three small towns in the Schweinfurt vicinity, and in Rothenburg, 30 miles southeast of Nuremberg, and Beurlbach, 2 miles north of Crailsheim.

Three airdromes, at Illesheim, 30 miles west of Nuremberg, and near Munich, were strafed and 11 enemy aircraft were destroyed and four damaged.

MORE

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add ops

The last on 11. Airfielding marshalling yards were attacked and 41 railway cars and 7 locomotives were destroyed. 96 railway cars were damaged.

An entire German flight of 4B-109's was shot down in the Grailheim area by P-47's of the 358th "Orange-Tail" Group, and the same American pilots later shot down a Messerschmitt 109 in the Munich area.

Summary for the day's operations, still incomplete, follows:

RESULTS: Approximately:

| CLAIMS                  | 11/11/44 | 11/12/44 |
|-------------------------|----------|----------|
| Enemy Aircraft (Ground) | 11       | 4        |
| Enemy Aircraft (Air)    | 5        | 0        |
| Locomotives             | 7        | 9        |
| Railroad Cars           | 41       | 96       |
| Motor transport         | 25       | 22       |
| Guns                    | 20       | 2        |
| Buildings               | 229      | 95       |
| Airplanes attacked      | 3        |          |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

9 april ops 1400 hrs

HEADQUARTERS, FIRST TACTICAL AIR FORCE, Germany -- Three enemy aircraft were destroyed in the air and two more on the ground by XII Tactical Air Command P-47's which flew more than 360 sorties before one o'clock today.

Meanwhile, complete reports on yesterday's attacks on airdromes in the Wurzburg-Nuremburg region brought the total destroyed on the ground to ~~72~~ 72. and 77 Damaged

The three aircraft destroyed in combat this morning were members of a flight of Me 109's which attacked the American Thunderbolts near Anabach, approximately 25 miles Southwest of Nuremburg. The other two were destroyed by strafing on the airdrome at Heilbronn.

Two bombing and strafing attacks were made on the frontline town of Neiderstetten, 28 miles south of Wurzburg and 15 buildings were destroyed there, and the marshalling yard at Bamberg was attacked.

Forty railroad cars and three locomotive were destroyed in this and other attacks on German transport.



First Tactical Air Force  
Release No. #157  
8 April 1945

MARSHALLING YARDS, AIRDROMES ATTACKED: 29 PLANES

DESTROYED AND 47 DAMAGED BY FIRST TAC AF

FIRST TACTICAL AIR FORCE HQ., France, April 8:— Fighter-bombers and medium bombers of the First Tactical Air Force today flew approximately 900 sorties, striking repeatedly at marshalling yards, airdromes and enemy strong points ahead of the Sixth Army Group's most forward positions.

Twelfth Tactical Air Command P-47s struck at five marshalling yards in the Muenburg area, knocking out 33 locomotives and damaging 45 and destroying 177 railcars and damaging 472.

Other Thunderbolts destroyed 29 enemy aircraft, accounted for two probables and damaged 45 in attacks on eight different airdromes, also in the Muenburg area.

At Wassertrudingen, 25 miles southwest of Muenburg, pilots of the 324th Fighter Group, commanded by Col. Leonard C. Lydon of Stuart, Iowa, reported seeing the "biggest explosions we've ever seen." While attacking a marshalling yard there they hit a storage building and the explosion sent flames 4000 feet into the air and smoke to 7000 feet.

Another group of fighter-bombers hit enemy strong points in the Heilbronn area, in close co-operation with the Sixth Army Group troops; 122 buildings were destroyed and 85 damaged in the towns of Neckarsulm, Degmarn, Kockerturn and Sindringen, all in an area from three to 15 miles north of Heilbronn.

For the second time in three days American B-26s attacked ammunition storage areas at Klein-Engstingen, 30 miles south of Stuttgart. Hitting in four waves in less than two hours, medium bomber crews reported excellent bomb patterns in two areas measuring approximately 1800 by 2000 feet. The bomb strikes caused fires and explosions, and sent columns of smoke rising as high as 8000 feet.

French medium bomber crews reported that their high explosives caused seven columns of black smoke to rise from their oil storage targets.

American mediums were escorted by P-47s and although they encountered light attack suffered no losses.

SUMMARY OF THE DAY'S OPERATIONS:

|                              | Destroyed | Damaged |
|------------------------------|-----------|---------|
| SORTIES, approximately 900   |           |         |
| Enemy aircraft on ground.... | 29        | 45      |
| (also 2 probables)           |           |         |
| Locomotives.....             | 33        | 45      |
| Rail Cars.....               | 177       | 472     |
| Motor Transport.....         | 88        | 56      |
| Tanks( on rail cars).....    | 3         | 3       |
| Road Bridge .....            | 1         | 0       |

RECEIVED BY SHAF 2710

END

2300HOURS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

insert mediums

For the second time in 3 days, the American B-26 Marauders attacked ammunition storage areas at Klein-Engstingen 30 miles south of Stuttgart. First crews to land after the attack reported fires and severe concussions.

The French-flown Marauders attacked oil stores 34 miles southeast of Stuttgart, near Geislingen.

UNCLAS 8 April 1945

~~First Tactical Air Force fighters~~ American P-47 Thunderbolts of the First Tactical Air Force, flying more than 125 sorties before noon today, bombed and strafed airbases and marshalling yards in the Nuremberg area.

At Vassertrodingen, 25 miles southwest of Nuremberg, pilots of the veteran 324th Fighter Group, commanded by Col. Leonard C. Lyon, of Stuart, Iowa, reported hitting a marshalling yard, and exploding a building which sent flames shooting 2000 feet into the air and smoke to 7000 feet. The explosion left a crater 100 feet wide and 20 feet deep. Another marshalling yard was attacked at Bamberg, 50 miles north of Nuremberg.

Two airbases were attacked by the fighters--at Veitsronn, 8 miles northwest of Nuremberg, and at Heilbronn. Four Ju-88's were destroyed on the ground at Veitsronn, two probables were accounted for, and 8 were damaged--all on the ground. At Heilbronn, no Ju-88's were destroyed and 2 damaged. ~~xxxxxxx~~ A tunnel was also destroyed at Heilbronn in the same attack.

~~xxxxxxx~~ A troop concentration at Cappel, 7 miles north of Heilbronn, was ~~attacked~~.

Claims for the early part of the day were:

|          |                |
|----------|----------------|
| JU-88's  | 4-2-6 (ground) |
| ME-10's  | 2-0-2 (ground) |
| ME-110's | 3-0-0 (ground) |
| Locos    | 9-15           |
| Rh Cars  | 111-147        |
| MT       | 9-12           |
| Eng      | 27-30          |
| Rd br    | 1-0            |
| Tunnel   | 1-0            |
| MY att   | 4              |

Total: More than 125.

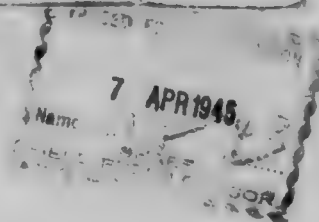
293

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Two formations of 20 ME-109's each -- largest force the fuel-starved Luftwaffe has put up ~~XXXXXXXXXX~~ ~~XXXX~~ against the First Tactical Air Force in weeks -- were engaged by 1st TAC AF P-47 Thunderbolts this afternoon, and two of the enemy were shot down without loss of ~~any~~ <sup>an</sup> American plane.

The P-47's, all of them American flown XII Tactical Air Command aircraft, were limited to slightly more than 300 sorties today, after being grounded by weather until mid-afternoon.

Most of the ~~xxxx~~ day's operations were concentrated on and near the town of Gochheim, 10 miles north of Heilbronn. Enemy strong points in the town were hit, and 10 buildings were destroyed; the Gochheim airfield was ~~being~~ attacked, and ~~an~~ <sup>an</sup> unidentified twin-engined plane was ~~destroyed~~ <sup>probably destroyed</sup>, and a hangar damaged.

The battle between the 40 Messerschmitts and eight P-47's, all members of the veteran Invader group, also took place over Gochheim ~~after the Thunderbolts~~ as the Thunderbolts were returning from an armed reconnaissance mission.

"The ME-109's were flying ~~XXXXXXXXXXXX~~ low, level with us, at about 500 feet," said 1st Lt. Henry Augerter Jr, Wenebec, Wisc., who got one of the enemy planes.

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 and

"They made one head-on pass, then all broke off into the clouds."

Regenter and 1st Lt. Marion L. Green, Lone Tree, Iowa, the other pilot to score a victory, got theirs in almost identical manner.

In both cases the Messerschmitts broke off right after the first pass; ducked into the clouds. Green and Regenter each followed his man into the clouds and fired at about 50 yards, in an open space in the clouds. Both ~~planes~~ ME-109's came to rest, crashed and exploded.

Because of the bad flying conditions, no claims were made except the 10 buildings destroyed, the 100 planes shot down, the plane probably destroyed on the ground and the engine damaged.

There were no losses during the day.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OPS - April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

In spite of cloudy weather which made observation of results difficult, fighter bombers and medium bombers of the First Tactical Air Force today carried out more than 450 sorties, as they continued their assault on enemy strong points, communications, supplies and airfields ahead of the Sixth Army Group's troops.

B-26 Marauders flown by American crews struck at a big ammunition dump at Gailenkirchen, 21 miles east of Heilbronn. They bombed by instrument and there was no observation of results. Escorted by P-47 Thunderbolts of the XII Tactical Air Command, they encountered no flak or fighters, and all returned safely. The Gailenkirchen dump is a major enemy storage installations, covering an area 3,000 feet by 800.

Other XII TAC P-47's attacked defensive positions, troop concentrations and communications in the towns of Ellwangen, 42 miles east of Stuttgart; Gollhofen, 20 miles southeast of Wurzburg; Loewenstein, seven miles east of Heilbronn, and Hall, 23 miles east of Heilbronn.

An airfield at Illesheim, 30 miles west of Nuremberg, was hit by the fighter bombers and they destroyed three ME-109's and damaged nine-- the only aircraft on the field.

Three marshalling yards in the outskirts of Stuttgart were hit, and more than 400 rail cars were disabled or damaged.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 and, ops 6 apr 1945

French First Air Corps Thunderbolts bombed and strafed gun positions, pill-boxes and trenches north of Strasbourg, just across the Rhine, in a line stretching from Rehl to Wissembourg, 15 miles north. They also flew close cooperation missions with the French Army, and one P-47 group destroyed 22 buildings in the fortified town of Sarrebourg, 15 miles east of Strasbourg.

No enemy fighters were observed in the air during the day, and there were no losses.

Summary of the day's operations: (1945, etc.)

Summary: How many...

| Category:       | Destroyed on 1 April | Destroyed |
|-----------------|----------------------|-----------|
| Locomotives     | 1                    | 10        |
| Trains          | 1                    | 10        |
| Motor transport | 21                   | 13        |
| Guns            | 6                    | 3         |
| Engines         | 2                    | 3         |
| Buildings       | 32                   | 14        |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

0800 6 APRIL 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Cloudy weather this morning held sorties by First Tactical Air Force fighter-bombers down to less than 100, but effective attacks were carried out against marshalling yards at Stuttgart, where 100 railway cars were destroyed and 123 damaged, and on an airfield at Illersheim, 30 miles west of Nuremberg, where three grounded ME-109's were destroyed and nine others damaged.

The 12 aircraft destroyed and damaged were all that were seen on the field.

Claims for 1st TAC AF's early operations, all by American-flown P-47 Thunderbolts of the XII Tactical Air Command:

|                     | <u>DESTROYED OR DISABLED</u> | <u>DAMAGED</u> |
|---------------------|------------------------------|----------------|
| ME-109's (ground)   | 3                            | 9              |
| Locomotives         | 3                            | 10             |
| Railway cars        | 123                          | 247            |
| Motor transport     | 30                           | 8              |
| Hangers             | 3                            | 0              |
| Buildings           | 21                           | 2              |
| Rail cuts effected: | 2                            |                |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7/16

am op 6 april 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

French-manned aircraft of the First Tactical Air Force yesterday had their most active day to date, flying more than 1,000 450 fighter, fighter-bomber and medium bomber sorties in cooperation with the French First Army and against German resistance areas on the French Atlantic coast.

B-26 Marauder medium bombers attacked an oil storage depot at Geislingen, 13 miles north of Ulm. Escorted by French First Air Corps P-47 Thunderbolts, they encountered no enemy opposition. The Geislingen depot contained ~~one~~ <sup>QUANTITIES</sup> of the Germans dwindling fuel supply needed for any troops opposing the French Army's progress.

Thunderbolt fighter-bombers of the French First Air Corps flew air cooperation missions with the French ground forces and the U. S. Seventh Army, bombing and strafing many defended villages in the Heilbronn-Stuttgart-Pforzheim area, destroying 132 fortified buildings and damaging 12. One French group alone destroyed 89 buildings.

Meanwhile French First Air Corps Spitfires, and P-47's flying as fighters, ~~Spitfires~~ carried out effective strafing operations against railways and motor transport in the same general area. The Corse, Nice and Champagne Spitfire squadrons (groupes, according to French nomenclature) damaged 100 railway cars with their machine-guns.

Bombers of the French Atlantic Air Command attacked a fuel dump at Talais, in the Pointe de Grave sector, and pilots reported a huge explosion. Missions against enemy strong points in the Royan area also were flown.

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add an ops april 6

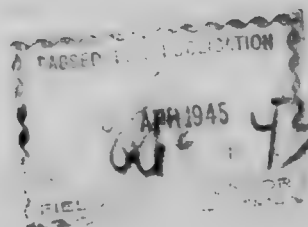
A complete summary of yesterday's French operations follows:

SORTIES: More than 450

LOSSES: 2 P-47's. Both pilots are safe.

| CLAIMS:                            | DESTROYED OR DISABLED | DAMAGED |
|------------------------------------|-----------------------|---------|
| Locomotives                        | 6                     | 7       |
| Railway cars                       | 53                    | 140     |
| Motor transport                    | 14                    | 6       |
| Armored vehicles                   |                       | 1       |
| Buildings                          | 120/32                | 12      |
| Horse-drawn vehicles               | 3                     | 2       |
| Railroad bridges                   | 2                     |         |
| Factory                            | 1                     |         |
| Switches                           | 2                     | 2       |
| <del>Electricity substations</del> |                       |         |
| Gun positions                      | 5                     | 5       |
| Road blocks created                | 2                     |         |

-30-



T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops, 5 apr, 45

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: French and American B-26 Marauders of the First Tactical Air Force struck today at the ammunition and fuel supplies of German troops facing the U.S. Seventh and the French First Armies, while P-47 Thunderbolts flown by American and French pilots carried out a series of attacks against troop concentrations and communications just ahead of the fighting lines, and against five German airfields farther east.

More than 800 sorties were carried out during the day, although the weather was cloudy much of the time. In the attacks on the airmen, 14 enemy planes were destroyed, 12 were probably destroyed and 19 were damaged, but not a single enemy plane rose to meet the First TAC AF planes. There were no losses.

Three waves of American-flown B-26 Marauders successfully attacked an ammunition storage area at Klein Engstingen, 28 miles southeast of Stuttgart, while the French mediums struck at an oil storage depot near Geislingen, 13 miles northwest of Ulm. Both installations contained large quantities of supplies needed for any forces opposing the U.S. Seventh and French First Armies. The French and American bombers carried out well over 125 sorties, without incident or loss. XII Tactical Air Command P-47's provided escort.

Many fires and explosions were started at Klein Engstingen ammunition stores, which cover a wide area and are made up of more than 100 buildings. Crews in the final wave reported explosions

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 Aug, one 5 apr

which rocked their planes at 10,000 feet, and smoke which rose to the level of the bombers.

Because of cloud cover, the second wave of U.S. Raiders had to make four runs over the target before releasing the bombs.

"When we broke from the last run after letting them go, there was a big explosion that shook the whole ship," said the lead bombardier of the second formation, 1st Lt. Delia Thomas, 1817 Warren Avenue, Seattle, Wash. "The bomb pattern was flowering out like a geranium."

Sgt. Raymond H. Sheehy, 3112 East 41st Street, Chicago, reported that "After our bombs hit the target the explosions below bounced as around like flak."

P-47's of the XII Tactical Air Command had one of their most successful days against grounded German aircraft, locating German airfields at Ansbach, 43 miles west of Nuremberg; Weil, 22 miles east of Reilbronn; Oralsheim, 37 miles east of Reilbronn; a fourth 12 miles west of Nuremberg and a fifth three miles west of Augsburg. Eleven JU-88's were destroyed at Ansbach by pilots of the group led by Col. Harvey L. Case, Jr., 5717 Sherman St., Houston, Tex. The airman said that the planes were camouflaged with nets, and they reported no activity on the fields. On the same field four other JU-88's were probably destroyed and nine damaged. At the other German bases, two ME-62's and an unidentified twin-engined plane were destroyed; a ME-109's, an Hk-111 and an FW-190 were probably destroyed; five FW-190's and five ME-109's were damaged.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add, ops 5 apr

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Seven frontline towns, just ahead of the Seventh Army's most forward positions, were hit repeatedly by the XII Tactical Air Command's P-47's, and two attacks were delivered against the city of Heilbronn. In one of them a gasoline fire apparently was set off, and the whole town was enveloped in flames.

Other Thunderbolts attacked road and rail transport, all of which was reported moving east, in an area bounded by Karlsruhe, Nuremberg and Stuttgart.

Complete reports had not been received tonight on operations of the French First Air Corps, but one Thunderbolt group, concentrating almost entirely on close cooperation missions in the Heilbronn-Stuttgart-Pforzheim area, flew 92 sorties, destroying 89 buildings and causing many fires in a number of small towns which serve as communications centers or which have been fortified to resist the Allied advance. At Stenbach, 12 miles west of Heilbronn, an enemy barracks area was bombed and strafed, and four buildings were destroyed. Troop concentrations and communications in the towns of Lauffen, four miles south of Heilbronn; Dusingen, four miles northeast of Stuttgart; Dietlingen, three miles west of Pforzheim, and Motingen, six miles northwest of Pforzheim also were attacked. This French group also made the following claims: four anti-aircraft guns silenced, four motor transports destroyed and four damaged; one gun position knocked out and three damaged; one road blocked at an intersection. This group suffered no loss.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

4 Dec, 3:35 PM

Summary of First I.C.F. operations, still incomplete;

Locals: More than

Losses: Nil.

Locals:

1st I.C.F. 1st I.C.F.

1st I.C.F.

|                      |                                |     |
|----------------------|--------------------------------|-----|
| Locomotives          | 24                             | 52  |
| Railway cars         | 122                            | 246 |
| Motor Transport      | 21                             | 35  |
| Horse-drawn Vehicles | 11                             | 0   |
| Buildings            | 209                            | 110 |
| Lump                 | 1 (11 miles south of Vardburg) |     |

| Aircraft on the ground     | Destroyed | Probably lost | Lost or |
|----------------------------|-----------|---------------|---------|
| Ed-102                     | 1         | 0             | 0       |
| JU-52                      | 11        | 4             | 9       |
| Unidentified: down the job | 1         | 0             | 0       |
| Other                      | 3         | 1             | 5       |
| HP 12                      | 3         | 1             | 5       |
| Willy                      | 3         | 0             | 5       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

015 2 April

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, April 14-1947  
Thunderbolts of the First Tactical Air Force today carried out widespread and heavy attacks against communications, troop concentrations, and German defensive positions in a wide area bounded by Bamberg, Nuremberg and Heilbronn, and roughly circling the Wehrmacht Army's easternmost thrust.

In spite of weather which was cloudy during part of the day and made observation difficult, all aircraft of First TACF completed more than 700 sorties, all carried out without loss. Eight jet-powered planes were encountered, and two of the enemy fighters, one probably destroyed and one damaged. One of the planes destroyed was a Messerschmitt, first to be seen by First TACF pilots.

Bombing, rocket-firing and strafing attacks were continued by XII Tactical Air Command B-24's against troops and communications in the towns of Schweinfurt, Rosenheim (10 miles southeast of Nuremberg), Herstruch (10 miles northeast of Nuremberg), Markst-kt (10 miles southeast of Nuremberg), Jandeln (eight miles north of Heilbronn), Offenheim (23 miles southeast of Nuremberg), and Grailsheim (27 miles east of Heilbronn). An airfield at Leipsheim, 10 miles northeast of Ulm, was attacked, and three buildings were destroyed there. Pilots saw no planes on the field.

At Schweinfurt, the marshalling yards were attacked and much rolling stock was disabled and damaged. At Grailsheim, pilots said seven city blocks were ablaze.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add ons 4 april

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Meanwhile a small force of B-26 Marauders of First TAC AF, manned by American crews, bombed enemy defenses in Uffenheim, 18 miles southeast of Uffenburg, in direct cooperation with ground forces of the Sixth Army Group, heading south towards Ensbach and Nuremberg. Results of the attack, directed against the northwest part of the city, could not be observed because of clouds which almost entirely obscured the targets. Neither enemy aircraft nor flak were encountered.

The only enemy aircraft sighted during the day were jet-propelled fighters-- seven Me-262's and one Arado 234-- and of these two were destroyed, one was probably destroyed, and one damaged, in four separate battles. The American pilots suffered no loss in these encounters.

The ME-262 as it was about to take off from an airfield at Memmingen, 30 miles south of Ulm. First Lt. Andrew N. Kandis, 806 Detroit Street, La Porte, Ind., saw the jet with two others low over the field, and dove down on him.

"I gave him one long burst, raking from nose to tail," said Lt. Kandis. "He went into a spin, and tried to land. But he was already a sheet of flame before he hit the field. The pilot didn't get out."

Another ME-262 was damaged over the same field by 1st Lt. Ryland T. Dewey, 1265 Detroit Street, Denver, Colo.

The first Arado 234 to be shot down, or even seen by a pilot of the First TAC AF was credited to 1st Lt. Mortimer J. Thompson,

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

2 add 4 apr ops

5246 North Diversey Boulevard, Milwaukee, Wis. It was the first time in 111 missions that Lt. Thompson had had a chance to fire his guns at an enemy plane.

"We were at 12,000 feet, he was 2,000 below us," Thompson said. "We were going in opposite directions. I led three other F-47's down on him, making a 180 degree turn. He ducked into a cloud bank, and we lost him for a few minutes. When I saw him again he was in a glide. He turned on his power as soon as he saw me, but I had already got in one burst, broadside. Another two-second burst and he exploded. I saw his chute open, but I don't know whether he bailed out or was blown out. The plane crashed."

The battle took place over Augsburg.

The Arado 234 is one of the newest German jet-propelled planes. It is a heavily-armed, twin-turbined fighter, also used for bombing.

A summary of the day's operations, still incomplete, and not including activities of the First French Air ~~Force~~ <sup>Corps</sup>, follows:

Sorties: more than 700.

| CLAIMS   | DISABLED | DAMAGED |
|----------|----------|---------|
| Locos    | 13       | 37      |
| RR Cars  | 68       | 361     |
| M/T      | 57       | 171     |
| HEV      | 7        | 2       |
| Tanks    | 1        | 2       |
| Trailers | 1        | 0       |
| Tractors | 1        | 0       |
| Guns     | 4        | 7       |

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

3 add ops 4 per

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CLAIMS (cont'd)

LISADSL

LAADSL

Flags.  
Lumber Pile  
Oil Tank  
Rail Cuts  
Road Blocks

130  
1  
0  
8  
1

84  
0  
1

- 30 -

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

3 march 1945 -- aschaffenburg

3 APR 1945  
42  
MAILED FOR FILE

The town of Aschaffenburg, where several thousand German soldiers and armed civilians are bitterly contesting the 45th Division's advance, has been hit in the past six days by 29 separate formations of dive-bombing, strafing and shell-firing P-47 Thunderbolts of the First Tactical Air Force, it was revealed today.

Ground controllers, and infantrymen actually fighting for the positions the fighter-bombing have been blasting, have repeatedly praised the accuracy of the bombing and now declare that the town, all except for the northeasternmost corner, has been virtually leveled.

In these 29 attacks, which have gradually become concentrated entirely in this northeast corner, 232 planes have taken part. Eighty-two ~~plan~~ tons of bombs have been dropped and 114 rockets launched against objectives in Aschaffenburg.

The P-47's, all of the American XII Tactical Air Command, have definitely destroyed 120 buildings in the town, although pilots were hesitant to make claims because of occasionally bad weather and because of the smoke and dust rising from the battered town. On five of the six days attacks were made on Aschaffenburg, and on each of these days large fires were started. Columns of smoke up to 4000 feet were observed yesterday. Incendiaries, as well as 500-pound general purpose bombs and fragmentation bombs were used, but approximately 50 of the 82 tons were general purpose.

A castle in the town's northeast corner, believed to be a German command post, has been attacked twice by rocket-firing P-47's --

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

pm ops, 4 april, '45

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: American P-47 Thunderbolts of the First Tactical Air Force, flying more than 140 sorties before noon today, bombed and strafed railway targets in the Stuttgart area.

Five jet-propelled German planes-- and Arado 234 and a ME-262-- tried to hamper the American fighter-bombers, but no losses were suffered, and the Arado was destroyed and one ME-262 was probably destroyed. The kills were made in battle over Augsburg and Stuttgart.

The Arado 234 is one of the newest of German aircraft, and today's victim was the first to be shot down by First Tactical Air Force planes. It is a heavily-armed, twin-turbined fighter, also used for bombing.

A marshalling yard at Schweinfurt was attacked.

Claims for the early part of the day were:

|                 | DESTROYED OR DISABLED | DAMAGED |
|-----------------|-----------------------|---------|
| Locomotives     | 7                     | 10      |
| Railway cars    | 10                    | 98      |
| Motor Transport | 4                     | 14      |

SORTIES: More than 140  
LOSSES: NIL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add aschaffenburg

once on the 29th, the first day, and again yesterday.

In one mission against Aschaffenburg's marshalling yards a big oil fire was started, and ~~flamethrower~~ a locomotive and three box cars were destroyed. Scattered motor transport in and around the town have been shot up.

No enemy aircraft have opposed these operations, but flak has been intense, pilots said.

-30-

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops, 3 april 1945

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE- Openings in the clouds late this afternoon permitted P-47 Thunderbolts of the First Tactical Air Force to fly slightly more than 100 sorties, attacking frontline towns and railway lines farther ahead of the U.S. Seventh and French First Armies.

There was no enemy air opposition.

The towns of Stanbach and Sackenbach, both on the Main and some 14 miles east of Aschaffenburg, were bombed, in order to silence artillery fire reported coming from fortifications there. After the attack the controllers reported the enemy fire had stopped.

The XII Tactical Air Command P-47's also struck at the eastern outskirts of the city of Furzburg, destroying a tank. They said that as they dropped down to release their bombs they observed Allied troops moving into the western side of the city.

Marshalling yards at Bamfurt, northeast of Furzburg, and Jagstheim, 40 miles northeast of Stuttgart, also were bombed.

Summary, as yet incomplete, follows:

SORTIES: More than 100

| CLAIMS          | Destroyed or Disabled | Damaged |
|-----------------|-----------------------|---------|
| Railway cars    | 3                     | 12      |
| Motor Transport | 4                     | 3       |
| Buildings       | 13                    | 0       |

None of our aircraft is missing.

end.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*File*

2 April Ops.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: American-flown B-26 Marauders attacked enemy supply, maintenance and barracks installations in the Stuttgart area, and at Noblingen, 10 miles southwest of Stuttgart. The mediums bombed similar targets yesterday.

Two Marauder formations struck at motor transport work shops used for servicing and repairing enemy transport and armored vehicles. Crews of both formations reported clouds prevented accurate observation, but believed all bombs fell in the assigned target areas and that many of the buildings were destroyed or damaged.

At Tübingen, 18 miles southwest of Stuttgart, other Marauders bombed a group of 10 camouflaged two-story brick buildings employed for ammunition storage and known as the Hindenburg barracks.

Escorted by XII Tactical Air Command P-47s, the mediums, flying five missions for 80 sorties, encountered slight flak, but suffered no losses.

P-47 Thunderbolts of the First Tactical Air Force hampered by cloudy weather today flew more than <sup>400</sup> 300 sorties against enemy strong points, marshalling yards and buildings in the Stuttgart area, ahead of the Third and Seventh Armies.

The XII Tactical Air Command fighter-bombers returned for the third successive day to Aschaffenburg, where street fighting was reported still going on, destroying 23 fortified buildings and damaging four. A castle believed to house German troops was attacked with rockets.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add, 2 April ops

An armed recon of 8 planes of the veteran "Invader" group, led by 1st Lt. John C. Weiner, 1225 16th Avenue, San Francisco, Calif., struck at Hall, 24 miles east of Heilbronn. The first flight dropped their bombs on an ammunition dump north of Hall, scoring 3 hits and the dump exploded with such force that 3 nearby buildings were also demolished. The second flight, noting a train of 25 cars moving out of Hall scored 3 hits, and in four strafing passes destroyed 6 cars and damaged 19.

Lt. Weiner and his flight then strafed a nearby airfield where 14 enemy planes were parked. They damaged three ME-262's and two ME-210's.

Enemy strong points at Gottingen, ahead of Third Army troops, and Eppingen, 11 miles east of Bruchsal were hit. At Eppingen, frag bombs destroyed 20 buildings, and left fires that were still burning an hour later.

Other Thunderbolts struck at an ammunition dump 10 miles east of Heilbronn, destroying 12 huts and 4 factory buildings, and damaging 11 huts and 2 buildings.

A summary of the day's operations, still incomplete, follows:

SORTIES: More than 500.

| CLAIMS               | DISABLED | DAMAGED |
|----------------------|----------|---------|
| Locomotives          | 7        | 31      |
| Cars                 | 41       | 203     |
| Motor transport      | 61       | 68      |
| Horse drawn vehicles | 2        | 2       |
| Staff cars           | 0        | 1       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add to summary, 2 April ops.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

| CLAIMS                 | DISABLED | DAMAGED |
|------------------------|----------|---------|
| Trailers               | 4        | 4       |
| Armored force vehicles | 2        | 1       |
| Guns                   | 3        | 3       |
| Hangar                 | 1        | 3       |
| Buildings              | 119      | 30      |
| Marshalling yards      | 0        | 6       |
| Rail cuts              | 5        | 0       |
| Road blocks            | 1        | 0       |
| Roundhouse             | 1        | 0       |
| Control tower          | 1        | 0       |
| Gas tank               | 1        | 0       |

Three P-47's were lost.

-- END --

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

French ops -- 2 april -- released 3 april

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~Thunderbolt~~ x

FIRST TACTICAL AIR FORCE HEADQUARTERS, April 3 --

Thunderbolts and Spitfires of the French First Air Corps carried out dive-bombing and strafing operations yesterday against railways ~~targets~~ in the area of Stuttgart, Karlsruhe, Pforzheim and Bruchsal, ahead of the U. S. Seventh and French First armies, while far to the west, bombers of the French Atlantic Air Command bombed enemy barracks at Vensa, Gaudin and Vivien du Mesoc, all ~~in~~ <sup>in</sup> the Pointe de Grave sector, with good results.

One P-47 was lost from 190 sorties by the French planes.

The following claims were made by the French flyers:

|                    | <u>DESTROYED OR LIKELY</u> | <u>DAMAGED</u> |
|--------------------|----------------------------|----------------|
| Locomotives        | 3                          | 4              |
| Railroad cars x    | 40                         | 24             |
| Motor transport    | 1                          | 2              |
| Railroad cuts made | 5                          |                |

CENSORED BY NEDELCOVE 221

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PM 1700

2 April 45

American fighter-bombers of the First Tactical Air Force carried out 200 sorties before noon today, returning to Aeschaffenburg, where heavy street fighting was reported still going on, ~~with two dive-bombing attacks, destroying 23 fortified buildings and damaging four. Another ground cooperation attack was delivered against positions in Eppingen, 24 miles east of Karlsruhe and ahead of the French First Army's forces.~~

F-47 Thunderbolts of the 12th Tactical Air Command which bombed marshalling yards at Tübingen, 17 miles south of Stuttgart; Bargheim, eight miles east of Neuburg on the Ulm-Stuttgart railway; Aalen, 30 miles north of Stuttgart and on a line leading west to Stuttgart, and Nordlingen, on the same line, 17 miles east of Aalen, made the following scores: four locomotives disabled, 23 damaged; 41 railway cars disabled, 129 ~~damaged~~ damaged.

Other claims for the early part of the day included:

| Destroyed or disabled: |     | damaged |
|------------------------|-----|---------|
| a/a on gnd.            |     | 5       |
| m/t                    | 23  | 25      |
| hdy                    | 2   | 2       |
| staff cars             |     | 1       |
| trailers               | 2   | 1       |
| guns                   | 3   | 1       |
| buildings              | 180 | 22      |
| rail cuts made         | 3   |         |

No enemy aircraft were encountered in the air, but one F-47 was lost to flak.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 April ops

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: P-47 Thunderbolts of the First Tactical Air Force today delivered heavy blows at enemy strong points, gun positions and fortified buildings where German troops were impeding progress of the Third and Seventh Armies. They struck at Aachenburg, in the immediate battle zone, and at Koenigshofen, some 50 miles deeper into Germany.

Medium-bombers, attacking supply and barracks areas near Stuttgart, led by more than 100 bombers to force of XII Tactical Air Command's P-47's, in being first TAC's P-47's to close to 1000, in spite of intermittently cloudy weather.

More than 100 heavy bombers P-47's and medium-bombers shelled barracks and supply areas in the Stuttgart area, ahead of the advancing U. S. Seventh and French First Armies with incendiaries and high explosives. Good patterns of bombs were reported by the observer, with many fires and explosions resulting. No enemy aircraft were encountered, and although the targets were strongly defended by anti-aircraft fire, none of the mediums is missing.

The specific targets were a barracks area and supply depot at Vaihingen, five miles southwest of Stuttgart, and a supply depot at Ludwigsberg, eight miles north of Stuttgart. Two waves attacked Vaihingen, and a third struck at the Ludwigsberg objectives. In each case a small formation of Corsairs went ahead of the main waves, to bomb flak positions defending the targets. P-47's of the XII Tactical Air Command provided escort.

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

Read 1 April ops

"I saw our bombs striking in the target areas, and many buildings were hit," said 1st Lt. Harry E. Collins, 412 Forest St., Kalamazoo, Michigan, lead bombardier who flew in the mission against Wehringen. "Our incendiaries started plenty of fires, and when I looked back smoke was rising up to 2000 feet."

A summary of the day's operations, based on early reports and not including operations of the French First Air Corps, follows:

SCOTTS: Nearly 1000.

| CLAIMS                     | DESTROYED | RECOVERED |
|----------------------------|-----------|-----------|
| Enemy aircraft (ground)    | 3         | 6         |
| Locomotives                | 20        | 63        |
| Railway cars               | 122       | 164       |
| Motor transports           | 120       | 204       |
| Horse-drawn vehicles       | 10        | 19        |
| Tanks                      | 3         | 5         |
| Staff cars                 | 0         | 2         |
| Trailers                   | 6         | 12        |
| Armored vehicles           | 1         | 2         |
| Barracks                   | 0         | 0         |
| Guns                       | 17        | 5         |
| Dump                       | 0         | 1         |
| Hanger                     | 0         | 1         |
| Buildings                  | 198       | 118       |
| Marshalling yards attacked |           | 7         |
| Oil cisterns               | 4         | 0         |
| Motorcycles                | 3         | 0         |
| Derrick                    | 0         | 1         |
| Power station              | 0         | 1         |
| Control tower              | 0         | 1         |

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Two combat men who don't believe in giving flak a half a chance were Sgt. Eugene K. Grady, a photographer, from 22 Caplewood Drive, Tuscaloosa, Ala., and Staff Sergeant Lawrence M. Olson, Tompkins Station, St. Paul, Minnesota, an armorer-gunner.

In an attack on an enemy barracks and depot area at Wehringen today, flak bursts entered the waist window of their B-26 and bounced off Sgt. Olson's helmet without injuring him. Another came through the open bombays and fragments sprayed Sgt. Grady without causing him any injury.

When they returned to base, they both made a search throughout the plane to count flak holes but couldn't find any. They finally came to the realization that the flak they encountered had come only through the open window and bombay.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

When "Starduster", a First TAC AF B-26 Marauder, was assigned to the Army Air Force's oldest medium bomb group in February of 1944, "Sally" of the Axis, Hitler's gift to radio, is reported to have welcomed the group's first silver medium bomber with the announcement that she was going to take the Marauder as her pet, and that she wanted no harm to come to it.

If that report is true, then Sally should be very pleased today. Her pet has just completed its 101st mission in an attack over an enemy supply depot near Ludwigsberg, Germany.

"Starduster", who was flown on her 101st mission by 1st Lt. Kenneth E. Koza, 1427 Sherwin Ave., Chicago, Ill., and also the favorite medium bomber of Technical Sergeant Lyndall E. Mattlock, Antelope, Texas, her crew chief. Sgt Mattlock doesn't put much faith in Sally's protective power, he said. His Marauder has been shot up too many times.

From two missions, "Starduster" limped back to her base with but a single engine and once with a control cable shot in two. Sgt. Mattlock drolled, "I just think it's a hell of a good plane. I gave her a complete going over just before her 100th mission and I'll fly with her anytime."

The veteran medium bomber entered combat in the Mediterranean theater and participated throughout the Italian and Southern France campaigns prior to entering combat in the ETO.



The First Tactical Air Force in March had the most effective and active month in its history, flying more than 21,000 sorties in coordination with the Seventh Army's clearing of the southern Saar, and the Seventh and French First Armies' push across the Rhine.

Of these the majority -- over 19,000 -- were flown by the fighters, fighter-bombers and reconnaissance planes of the XII Tactical Air Command and the French First Air Corps. These were divided into approximately 4000 for the French fliers and nearly 15,00 for the Americans. The remainder of First TAC AF's sorties were made by ~~medium~~ French and American medium bombers cooperating with the French First and American Seventh Armies, and by bombers of the French Atlantic Air Command, operating against German pockets of resistance along the Atlantic coast.

Well over 10,000 tons of bombs were dropped, more than 6500 of them by the French and American fighter-bombers. More than 2700 rockets also were fired.

Although contact with enemy fighters was rare, losses were greater than in other months, 66 fighters and fighter bombers failing to return, and five medium bombers. Only ~~axsiazk~~ ~~enayk~~ one plane -- an American-flown P-47 Thunderbolt -- was lost to hostile fighters. However our pilots accounted for 20 of the enemy shot down, four probably destroyed in the air, and eight damaged. On the ground 42 were destroyed, 26 probably destroyed and 17 damaged.

Other claims in this record month included 305 loc motives disabled and 431 damaged; 4071 railway cars disabled and 5045 damaged; 3571 motor transports disabled and 2986 damaged,

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

On 11 July 1944, the German High Command issued a directive to the Luftwaffe to intensify its operations against the Allies in the West. The directive stated that the Luftwaffe was to concentrate its efforts on the destruction of Allied transport aircraft and on the disruption of Allied supply lines. It also called for increased attacks on Allied airbases and on the ground forces of the Allies in the West.

On 12 July 1944, the German High Command issued a further directive to the Luftwaffe, ordering it to intensify its operations against the Allies in the West. The directive stated that the Luftwaffe was to concentrate its efforts on the destruction of Allied transport aircraft and on the disruption of Allied supply lines. It also called for increased attacks on Allied airbases and on the ground forces of the Allies in the West.

On 13 July 1944, the German High Command issued a further directive to the Luftwaffe, ordering it to intensify its operations against the Allies in the West. The directive stated that the Luftwaffe was to concentrate its efforts on the destruction of Allied transport aircraft and on the disruption of Allied supply lines. It also called for increased attacks on Allied airbases and on the ground forces of the Allies in the West.

On 14 July 1944, the German High Command issued a further directive to the Luftwaffe, ordering it to intensify its operations against the Allies in the West. The directive stated that the Luftwaffe was to concentrate its efforts on the destruction of Allied transport aircraft and on the disruption of Allied supply lines. It also called for increased attacks on Allied airbases and on the ground forces of the Allies in the West.

On 15 July 1944, the German High Command issued a further directive to the Luftwaffe, ordering it to intensify its operations against the Allies in the West. The directive stated that the Luftwaffe was to concentrate its efforts on the destruction of Allied transport aircraft and on the disruption of Allied supply lines. It also called for increased attacks on Allied airbases and on the ground forces of the Allies in the West.

- more -

THIS PAGE IS UNCLASSIFIED

[illegible][illegible]

| INVENTORY OF <del>PROPERTY</del> <del>PROPERTY</del> <del>PROPERTY</del> |  | DATE | BY | REMARKS |
|--|--|------|----|---------|
| 1. <del>Inventory of (1-1)</del>   |  |      |    |         |
| 2. <del>Inventory of (2-1)</del>   |  |      |    |         |
| 3. <del>Inventory of (3-1)</del>   |  |      |    |         |
| 4. <del>Inventory of (4-1)</del>   |  |      |    |         |
| 5. <del>Inventory of (5-1)</del>   |  |      |    |         |
| 6. <del>Inventory of (6-1)</del>   |  |      |    |         |
| 7. <del>Inventory of (7-1)</del>   |  |      |    |         |
| 8. <del>Inventory of (8-1)</del>   |  |      |    |         |
| 9. <del>Inventory of (9-1)</del>   |  |      |    |         |
| 10. <del>Inventory of (10-1)</del>                                       |  |      |    |         |
| 11. <del>Inventory of (11-1)</del>                                       |  |      |    |         |
| 12. <del>Inventory of (12-1)</del>                                       |  |      |    |         |
| 13. <del>Inventory of (13-1)</del>                                       |  |      |    |         |
| 14. <del>Inventory of (14-1)</del>                                       |  |      |    |         |
| 15. <del>Inventory of (15-1)</del>                                       |  |      |    |         |
| 16. <del>Inventory of (16-1)</del>                                       |  |      |    |         |
| 17. <del>Inventory of (17-1)</del>                                       |  |      |    |         |
| 18. <del>Inventory of (18-1)</del>                                       |  |      |    |         |
| 19. <del>Inventory of (19-1)</del>                                       |  |      |    |         |
| 20. <del>Inventory of (20-1)</del>                                       |  |      |    |         |
| 21. <del>Inventory of (21-1)</del>                                       |  |      |    |         |
| 22. <del>Inventory of (22-1)</del>                                       |  |      |    |         |
| 23. <del>Inventory of (23-1)</del>                                       |  |      |    |         |
| 24. <del>Inventory of (24-1)</del>                                       |  |      |    |         |
| 25. <del>Inventory of (25-1)</del>                                       |  |      |    |         |
| 26. <del>Inventory of (26-1)</del>                                       |  |      |    |         |
| 27. <del>Inventory of (27-1)</del>                                       |  |      |    |         |
| 28. <del>Inventory of (28-1)</del>                                       |  |      |    |         |
| 29. <del>Inventory of (29-1)</del>                                       |  |      |    |         |
| 30. <del>Inventory of (30-1)</del>                                       |  |      |    |         |
| 31. <del>Inventory of (31-1)</del>                                       |  |      |    |         |
| 32. <del>Inventory of (32-1)</del>                                       |  |      |    |         |
| 33. <del>Inventory of (33-1)</del>                                       |  |      |    |         |
| 34. <del>Inventory of (34-1)</del>                                       |  |      |    |         |
| 35. <del>Inventory of (35-1)</del>                                       |  |      |    |         |
| 36. <del>Inventory of (36-1)</del>                                       |  |      |    |         |
| 37. <del>Inventory of (37-1)</del>                                       |  |      |    |         |
| 38. <del>Inventory of (38-1)</del>                                       |  |      |    |         |
| 39. <del>Inventory of (39-1)</del>                                       |  |      |    |         |
| 40. <del>Inventory of (40-1)</del>                                       |  |      |    |         |
| 41. <del>Inventory of (41-1)</del>                                       |  |      |    |         |
| 42. <del>Inventory of (42-1)</del>                                       |  |      |    |         |
| 43. <del>Inventory of (43-1)</del>                                       |  |      |    |         |
| 44. <del>Inventory of (44-1)</del>                                       |  |      |    |         |
| 45. <del>Inventory of (45-1)</del>                                       |  |      |    |         |
| 46. <del>Inventory of (46-1)</del>                                       |  |      |    |         |
| 47. <del>Inventory of (47-1)</del>                                       |  |      |    |         |
| 48. <del>Inventory of (48-1)</del>                                       |  |      |    |         |
| 49. <del>Inventory of (49-1)</del>                                       |  |      |    |         |
| 50. <del>Inventory of (50-1)</del>                                       |  |      |    |         |
| 51. <del>Inventory of (51-1)</del>                                       |  |      |    |         |
| 52. <del>Inventory of (52-1)</del>                                       |  |      |    |         |
| 53. <del>Inventory of (53-1)</del>                                       |  |      |    |         |
| 54. <del>Inventory of (54-1)</del>                                       |  |      |    |         |
| 55. <del>Inventory of (55-1)</del>                                       |  |      |    |         |
| 56. <del>Inventory of (56-1)</del>                                       |  |      |    |         |
| 57. <del>Inventory of (57-1)</del>                                       |  |      |    |         |
| 58. <del>Inventory of (58-1)</del>                                       |  |      |    |         |
| 59. <del>Inventory of (59-1)</del>                                       |  |      |    |         |
| 60. <del>Inventory of (60-1)</del>                                       |  |      |    |         |
| 61. <del>Inventory of (61-1)</del>                                       |  |      |    |         |
| 62. <del>Inventory of (62-1)</del>                                       |  |      |    |         |
| 63. <del>Inventory of (63-1)</del>                                       |  |      |    |         |
| 64. <del>Inventory of (64-1)</del>                                       |  |      |    |         |
| 65. <del>Inventory of (65-1)</del>                                       |  |      |    |         |
| 66. <del>Inventory of (66-1)</del>                                       |  |      |    |         |
| 67. <del>Inventory of (67-1)</del>                                       |  |      |    |         |
| 68. <del>Inventory of (68-1)</del>                                       |  |      |    |         |
| 69. <del>Inventory of (69-1)</del>                                       |  |      |    |         |
| 70. <del>Inventory of (70-1)</del>                                       |  |      |    |         |
| 71. <del>Inventory of (71-1)</del>                                       |  |      |    |         |
| 72. <del>Inventory of (72-1)</del>                                       |  |      |    |         |
| 73. <del>Inventory of (73-1)</del>                                       |  |      |    |         |
| 74. <del>Inventory of (74-1)</del>                                       |  |      |    |         |
| 75. <del>Inventory of (75-1)</del>                                       |  |      |    |         |
| 76. <del>Inventory of (76-1)</del>                                       |  |      |    |         |
| 77. <del>Inventory of (77-1)</del>                                       |  |      |    |         |
| 78. <del>Inventory of (78-1)</del>                                       |  |      |    |         |
| 79. <del>Inventory of (79-1)</del>                                       |  |      |    |         |
| 80. <del>Inventory of (80-1)</del>                                       |  |      |    |         |
| 81. <del>Inventory of (81-1)</del>                                       |  |      |    |         |
| 82. <del>Inventory of (82-1)</del>                                       |  |      |    |         |
| 83. <del>Inventory of (83-1)</del>                                       |  |      |    |         |
| 84. <del>Inventory of (84-1)</del>                                       |  |      |    |         |
|  |  |      |    |         |

They were no losses.

THIS PAGE IS UNCLASSIFIED

24 APR 1945

[illegible]

"Go get it in for the ill," Lt Moore said, "the troops  
lined up with all arms [redacted] The troops in  
line holding everything within range. [redacted] North  
[redacted] were called by the [redacted] controllers. A few minutes later  
I was informed 34 of the 45 Kurds were killed. The other, likely  
wounded."

On the same attack, the Thunderbolts started six fires in the town.

0855

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first tac af ops -- April 45 --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HQ FIRST TAC AF A/VANCEI, Germany --

First Tactical Air Force Thunderbolts, operating without loss and against no enemy air interference, struck again today at German communications along the southern sector of the Western Front, flying more than 200 sorties in advance of the American Seventh and First French Armies.

The XII Tactical Air Command P-47's, commanded by Brig Gen Glenn O. Barons, also carried out attacks against an enemy airbase at Menningen, some 50 miles south of Neu Sam. The American-flown fighter-bombers strafed and dive-bombed and claimed four German aircraft damaged.

Weather along the Sixth Army Group front was described as bad and American and French B-16 Marauder groups did not operate.

No reports are yet available on First French Air fighter-bomber Corps operations.

Summary:

SORTIES: All  
LOSSES: Nil  
E/A on ground: 4 damaged.  
Locomotives: 5 - 0  
RR cars: 16 - 30  
MT's: 1 - 5

THIS PAGE IS UNCLASSIFIED

First t.c. of ops - 1 April 45 --

T  
H  
I  
S  
  
P  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HQ FIRST T.C. AF MEV. ACBI, Germany --

First tactical Air Force Thunderbolts, operating without loss and against no enemy in interference, struck again today at German communications in the southern sector of the Western Front, flying more than 400 sorties in advance of the American Seventh and First French armies.

The XII Tactical Air Command P-47's, commanded by Brig Gen Glenn O. ... also carried out attacks against an enemy airbase at Memmingen, some 30 miles south of Nuremberg. The American-fighter-bombers strafed and dive-bombed and claimed four German ...

Weather along the Sixth Army Group front was described as bad and American and French B-26 Marauder groups did not operate. No reports are yet available on First French Air Corps/operations.

Summary:

DEATHS: 211  
LOSSES: Nil  
M/A on ground: 4 damaged.  
Locomotives: 5 - 0  
AA cars: 16 - 30  
MT's: 1 - 5

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First t.c. of ops - 1 April 45 --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

HQ FIRST T.C. AF ADVANCE, Germany --

First tactical air Force Thunderbolts, operating without loss and against no enemy air interference, struck again today at German communications in the southern sector of the Western Front, flying more than 100 sorties in advance of the American Seventh and First French armies.

The XII Tactical Air Command P-47's, commanded by Brig Gen Glenn O. Locus, also carried out attacks against an enemy airbase at Memmingen, some 30 miles south of Nuremberg. The American-flown fighter-bombers strafed and dive-bombed and claimed four German aircraft damaged.

Weather along the Sixth Army Group front was described as bad and American and French B-26 Marauder groups did not operate.

No reports are yet available on First French Air Corps/operations.

Summary:

SORTIES: 211  
LOSSES: Nil  
B/A on ground: 4 damaged.  
Locomotives: 5 - 0  
RR cars : 16 - 30  
MT's : 1 - 5

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

first two af ops - 22 April 45 --

HQ FIRST T.O. AF ADV. NOKI, Germany --

First T.O. 1st Air Force Thunderbolts, operating without loss and against no enemy air interference, struck at enemy German communications along the southern sector of the Western Front, flying more than 200 sorties in advance of the American Seventh and First French Armies.

The XII Tactical Air Command P-47's, commanded by Brig Gen Glenn D. Davis, also carried out attacks against enemy airrome at Meiningen, some 30 miles south of N. O. Jm. The American-flown fighter-bombers strafed and dive-bombed and claimed four German aircraft damaged.

Weather along the Sixth Army Group front was described as bad and American and French B-26 Marauder groups did not operate.

No reports are yet available on First French Air fighter-bomber Corps operations.

Summary:

Sorties: 211  
Losses: Nil  
E/A on ground: 4 damaged.  
Locomotives: 5 - 0  
Rail cars: 16 - 30  
MT's: 1 - 5



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Both P-47's and B-26 Marauders of the First Tactical Air Force today hammered at ~~German airfields in the Rhine region~~ Germany's dwindling air force, ~~destroying 32 aircraft on the ground~~ and ~~damaging another 12~~ in nine ~~attacks on seven Southern Germany airfields.~~

More than 70 aircraft were claimed as destroyed and 104 damaged ~~by~~ ~~the~~ General Glenn O. Barcus' XII Tactical Air Command P-47's alone, on the basis of incomplete reports. The Marauders, all French-flown, made no claims pending interpretation of photographs, but crew members said they covered the dispersal areas at the Laupheim airbase, 12 miles Southwest of Ulm, with 50 tons of fragmentation bombs. The French-flown medium bombers flew two missions against the airbase.

~~The~~ The same airbase was ~~the~~ attacked by ~~the~~ the American flown P-47's, and in addition they hit others at Ingolstadt, Ulm, Ehingen, 16 miles SW of Ulm; Riem, just east of Munich; Augsburg, and near Erding, 20 ~~miles~~ miles Northeast of Munich.

~~The~~ ~~German~~ ~~air~~ ~~fields~~ ~~in~~ ~~the~~ ~~Rhine~~ ~~region~~ ~~were~~ ~~attacked~~ ~~by~~ ~~the~~ ~~US~~ ~~air~~ ~~force~~ ~~today~~

The XII TAC Thunderbolts also attacked two railway yards, one at Ebenhausen, ~~6 1/2 miles S of Ingolstadt,~~ 6 1/2 miles S of Ingolstadt, and the other at Aulendorf, 30 miles SW of Ulm. In these and other attacks on transportation, 155 rail cars and ~~11~~ were destroyed and 219 were damaged.

A number of close cooperation missions were flown  
more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

against objectives in the Seventh Army area and 110 ~~and~~ defended buildings were destroyed and 25 were damaged.

American  
~~XXX~~ INSERT MARAUDERS

There were no reports available ~~of~~ on French First Air Corps Thunderbolts and the ~~an~~ operations of the French Atlantic Air Command on the Atlantic Coast.

SUMMARY: (Incomplete)

|           |               |
|-----------|---------------|
| Sorties:  | More than 540 |
| Losses    | nil           |
| e/a (gnd) | 70 104        |
| locos     | 4 4           |
| rrcars    | 155 219       |
| tanks     | 2             |
| guns      | 7             |
| blug      | 110 25        |
|           | 30            |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Both P-47's and B-26 Marauders of the First Tactical Air Force today hammered at ~~Germany's~~ Germany's dwindling air force, ~~destroying~~ in nine attacks on seven ~~Southern~~ Southern Germany airfields.

More than 70 aircraft were claimed as destroyed and 104 damaged ~~by~~ ~~the~~ General Glenn G. Barnes' XII Tactical Air Command P-47's alone, on the basis of incomplete reports. The Marauders, all French-flown, made no claims pending interpretation of photographs, but crew members said they covered the dispersal areas at the Laupheim airrome, 12 miles Southwest of Ulm, with 50 tons of fragmentation bombs. The French-flown medium bombers flew two missions against the airrome.

~~The~~ The same airrome was ~~the~~ attacked by ~~the~~ the American flown P-47's, and in addition they hit others at Ingolstadt, Ulm, Ehingen, 16 miles SW of Ulm; Riem, just east of Munich; Augsburg, and near Bruing, 20 ~~Munich~~ miles Northeast of Munich.

~~The~~ The XII TAC Thunderbolts also attacked two railway yards, one at ~~Ebenhausen~~ Ebenhausen, ~~6 1/2 miles S of Ingolstadt~~, and the other at Aulendorf, 30 miles SW of Ulm. In these and other attacks on transportation, 155 rail cars and ~~1214~~ were destroyed and 219 were damaged.

A number of close cooperation missions were flown

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

against objectives in the Seventh Army area and 110 mm defended buildings were destroyed and 25 were damaged.

American  
XMK INSERT MARAUDERS

There were no reports available on French First Air-Corps Thunderbolts and the operations of the French Atlantic Air Command on the Atlantic Coast.

SUMMARY: (Incomplete)

|           |               |
|-----------|---------------|
| Sorties:  | More than 540 |
| Losses:   | Nil           |
| 3/a (and) | 70 104        |
| locos     | 4 4           |
| rrcars    | 155 219       |
| tanks     | 4             |
| guns      | 7             |
| blag      | 110 25        |
|           | 30            |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

OPS 20 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

American-flown B-26 Marauders today attacked an ammo dump in Ingolstadt. Four missions successfully attacked built up areas of the target which is an important ammo dump serving enemy forces in S.W. Germany. Huge explosions with smoke rising to 10,000 feet were set off. Explosions were still continuing when the Marauders were 40 miles away on the return trip. S/Sgt Glen W. Ludy, tail gunner from Haynesburg, Ohio said "The first explosion sent flame up to 4,000 feet and the smoke skyrocketed until it was as high as we were." Fifteen minutes later I looked back and saw at least 3 more pillars of smoke as high as the first one." One B-26 Marauder with more than 1,000 hours of combat flight flew it's 150th mission today, leading the 36th Bombardment Squadron of the Boomerang Group. The plane entered combat in June 1943 against targets in Pantelleria. S/Sgt Frederick W. Orkin, Route #1, Ligonier, Indiana, is it's crew chief.

## 2. French Missions

French Marauders bombed the Laupheim airdrome 121 1/2 miles Southwest of Ulm when they dropped 50 tons of frag bombs on the dispersed areas with excellent results.

U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

19 April 45

FIRST TACTICAL AIR FORCE HEADQUARTERS, FRANCE: Bad weather in Southern Germany hampered operations of the First Tactical Air Force, but French-flown B-26's and Thunderbolts of the XII Tactical Air Command carried out limited operations.

The Thunderbolts, flying in cloud conditions that varied from 2/10 to 10/10, flew more than 150 sorties against German transport and enemy positions in the Seventh Army area.

The Marauders attacked an ordnance depot at Neu Ulm servicing the enemy troops facing the First French Army and a supply dump at Donaueschingen. Hits on buildings were reported at both targets, but no further estimate of results could be made.

SUMMARY:

SORTIES: 200 (Approximately)

CLAIMS: (Covering approximately one half of XII TAC sorties)

|                 |    |    |
|-----------------|----|----|
| Locomotives     | 2  | 4  |
| Railroad cars   | 29 | 5  |
| Motor transport | 0  | 5  |
| Buildings       | 19 | 20 |
| Horsedrawn veh  | 5  | 5  |

No reports were available on First French Air Corps or French Atlantic Air Command operations.

EMLS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Aircraft of the French Atlantic aircommand yesterday flew more than 130 sorties ~~yesterday~~ against enemy defenses in the Noyan sector, against enemy strongpoints, pillboxes, gun positions and transport in the path of the First French Army, while 1st Fr AC flew 286 against similar targets on the Southern sector of the West. front.

~~XXXXXXXXXX~~ On 16 April, fighters and fighter bombers of the Atlantic Command flew 257 sorties. The figure had been previously unobtainable due to signals difficulties.

Yesterday's French activity and claims for XII Tactical Air Command late sorties brought the total sortie figure for the First TACOM to ~~XXXXXXXXXX~~ more than 1,100.

There were no losses.

Summary:

|                         |     |                |
|-------------------------|-----|----------------|
| <del>XXXX</del> sorties |     | more than 1100 |
| e/a (gnd)               | 5   | 7              |
| locos                   | 8   | 12             |
| rrcars                  | 68  | 172            |
| mt                      | 168 | 47             |
| hav                     | 34  | 10             |
| blug                    | 446 | 119            |
| fuel dumps              | 2   | 0              |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

APR 20 April 1945 *Ingo/stadt*

*meanwhile*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

*new para.*

American F-4U Corsairs ~~and~~ *meanwhile* attacked in same area of the target which is an important ~~in~~ *in* serving enemy forces in the vicinity. Large explosions with smoke rising to 20,000 feet were set off. ~~Explosions~~ *Explosions* were still continuing when the Corsairs were recalled for the return trip. ~~At 10:00 A.M.~~ *At 10:00 A.M.*, this ~~gunner from~~ *gunner from* ~~Wynnesburg, Ohio~~ *Wynnesburg, Ohio* said, "The first explosion sent flame up to 4,000 feet and the smoke skyrocketed until it was as high as we were. Fifteen minutes later I looked back and saw at least 3 more pillars of smoke as high as the first one." One ~~the~~ *the* Corsair with more than 1,000 hours of combat flight flew its 150th mission today, leading the 34th Tactical Squadron of the Boomerang Group. The plane entered combat in June 1942 against targets in Pantaleia. S/Sgt Frederick W. Orsline, Route #1, Ligonier, Indiana, is its crew chief.

U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

2. ~~reach~~ *reach* missions  
American Corsairs ~~covered~~ *covered* the ~~Wynnesburg~~ *Wynnesburg* airbase ~~140~~ *140* miles southwest of ~~Wynnesburg~~ *Wynnesburg* they dropped 50 tons of ~~frag~~ *frag* bombs on the ~~Wynnesburg~~ *Wynnesburg* with excellent results.

*W*



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FOR AFTERNOON BRIEFING 20 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~XXXXXXXXXX~~

~~XXXXXXXXXXXX~~

Note: New dateline approved by our A-2 and  
has been used at advanced with air  
censor approval. Notify censors there.)

FIRST TACTICAL AIR FORCE ADVANCE HQ., GERMANY--

P-47 Thunderbolts of the XII Tactical Air Command flew approximately  
100 sorties before noon today, principally in cooperation with the  
U.S. Seventh Army and the First French Army in the area north of Ulm.

A rail yard at Bad Uberkingen, 17 miles northwest of  
ULM was hit by the fighter bombers and 20 rail cars were ~~xxxxxxxxxx~~  
put out of commission and 12 more damaged. Two HE 111s were destroyed  
on the ground on an airfield at nearby Oberweckerstell.

Close cooperation missions were flown against the towns  
of FEUCHTENWANGEN <sup>N. 11. 4. 1945</sup> and ALTENBERG in the HEILLENHEIM area. Twenty  
~~xxxxxxxx~~ defended <sup>houses</sup> were destroyed in the latter village.

Summary of claims on forenoon operations included:

Two aircraft destroyed on the ground.

RR cars 20 12

Motor transport 15 5

Tanks 2 0

Defended buildings 37 destroyed

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FOR AFTERNOON BRIEFING 20 April 1945

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

~~XXXXXXXXXX~~

~~XXXXXXXXXX~~

Note: New dateline approved by our A-2 and  
has been used at advanced with air  
censor approval. Notify censors there.)

FIRST TACTICAL AIR FORCE ADVANCED HQ., GERMANY--

P-47 Thunderbolts of the XII Tactical Air Command flew approximately  
100 sorties before noon today, principally in cooperation with the  
U.S. Seventh Army and the First French Army in the ~~area~~ north of Ulm.

A rail yard at Bad Uberkingen, 17 miles northwest of  
ULM was hit by the fighter bombers and 20 rail cars were ~~disabled~~  
put out of commission and 12 more damaged. Two HE 111s were destroyed  
on the ground ~~on~~ an airfield at nearby Oberweckerstell.

Close cooperation missions were flown against ~~the~~  
~~of~~ FEUCHTENWANGEN <sup>N</sup> and ALTENBERG in the HEIDENHEIM area. Twenty  
~~fortified~~ defended ~~buildings~~ were destroyed in the latter village.

Summary of claims on forenoon operations included:

Two aircraft destroyed on the ground.

RR cars 20 12

Motor transport 15 5

Tanks 2 , 0

Defended buildings 37 destroyed

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

18 April 1945 GFS

French-flown aircraft of the First Tactical Air Force and another active yesterday on the western and Atlantic fronts, flying more than 400 sorties against enemy defenses and communications.

In cooperation with ground forces fighting in the forests on the Atlantic, aircraft of the Atlantic Air Command hit enemy positions, machine gun batteries, and the command on the island of Oléron, and machine gunned a blockhouse and other defensive positions along the Atlantic Drive sector.

The French 1st AF carried out operations coordinated with the French First Army while French-flown bombers hit the ammunition dump at Neuquien and a supply depot at Neuquien.

The Spitfires and Thunderbolts of the French 1st AF listed the following claims:

|           |               |             |
|-----------|---------------|-------------|
| at 22-10  | trailers 1-1  | tanks 1-1   |
| how 1-1   | guns 1-1      | trucks 1-1  |
| Mag 80-53 | fuel tank 1-1 | factory 1-1 |

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

bad weather in Southern Germany today hampered operations of the First TACAF, but French flown P-26's and Thunderbolts of the XII Tactical Air Command carried out limited operations.

The Thunderbolts, flying in ~~maximum~~ cloud conditions that varied from 2/10 to 10/10, flew more than 150 sorties against German transport and enemy positions in the Seventh Army area.

The Marauders attacked an ordnance depot at Neu Ulm servicing the ~~Rheinland~~ enemy troops facing the First French Army and a supply dump at Donaueschingen. Hits on buildings were reported at both targets, but no further estimate of results could be made.

Summary:

Sorties: 200 (approx.)

Claims: (covering approximately  $\frac{1}{2}$  of XII TAC sorties)

|        |    |    |
|--------|----|----|
| locos  | 4  | 4  |
| rrdars | 29 | 8  |
| mt     | 0  | 5  |
| blag   | 19 | 20 |
| häv    | 5  | 3  |

No reports were available of First French Air Corps or French Atlantic Air Command operations.

\*\*\*\*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

18 April 1945 JTS

French-flown aircraft of the First Tactical Air Force had another active day yesterday on the Western and Atlantic fronts, flying more than 400 sorties against enemy defenses and communications.

In cooperation with ground forces closing at the docks on the Atlantic, aircraft of the Atlantic Air Command found fire positions, heavy gun batteries, and troops on the island of Oléron, and machine/guns and a blockhouse and other defensive positions around the Pointe de Grave sector.

The French 1st AF carried out operations coordinated with the

French First Army while French-flown Raiders hit the ammunition dump at Neu-Elle and a supply dump at Longueschinnen.

The Spitfires and Thunderbolts of the French 1st AF registered the following claims:

mt 22-10  
hdv 1 des  
LTCg 86-53

trailers 1-1  
guns 1 des  
full track 1 des

tanks 1 des  
dumps 2 des  
factory 1 des

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

American-flown B-26 ~~Marauders~~ Marauders today added their punch to that of French-flown mediums of the First TACAF ~~against~~ against German positions on the Gironde estuary as the offensive against Nazi pockets on the Atlantic Coast went into its third day.

#### ~~Marauders~~

~~First TACAF~~ First TACAF fighter bombers of Brigadier General Glenn O. Barcus' XII Tactical Air Command continued ~~in~~ their attacks on German ~~defensive~~ defensive positions and communications ahead of the American Seventh and French First Armies.

The Marauders, in one of their biggest days since they started operations in France, flew from early morning until after 5 p. m. tonight. Heavy calibre guns, entrenchments, pillboxes, and defended buildings were attacked with good effect.

More than 450 tons of bombs, including ~~100~~ 500, 1,000, and 2,000 pound bombs, were dropped. The Marauders encountered neither flak nor enemy fighters and there were no losses.

On the basis of early reports covering approximately 1,400 of the more than 550 sorties flown by XII TAC Thunderbolts, 122 railroad cars and 17 locomotives were destroyed or damaged in attacks on four marshalling yards, two of them at Reuplingen, 20 miles South of Stuttgart, and one each at Herbertingen, 30 miles N of Friedrichshafen, and at Ulm.

#### ~~Enemy strongpoints~~

Six ~~enemy~~ enemy strongpoints ~~on and~~ on and immediately beyond the frontlines in the Heilbronn - Hall sector were ~~flam~~ bombed and strafed.

THIS PAGE IS UNCLASSIFIED

16 april ops

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

One Me 109 was destroyed by a member of the 358th Group 10 miles South of Bayreuth and 6 more enemy aircraft were destroyed ~~and ~~one was~~ damaged on the ground~~ <sup>and ~~one was~~ damaged</sup>

Two of them were on an airdrome 7 miles SE of Sulzbach (approximately 35 miles East of Nurnberg); one ~~was~~ was destroyed and one was damaged on a section of an autobahn in the same area which had been converted to a landing strip; and the remaining three were hit on the Boblingen airdrome.

One span of a bridge on the rail line linking Crailsheim and Ellwangen, 15 miles South, was knocked out by 358th fighter bombers.

## SUMMARY (Incomplete) :

Sorties More than '50 (not including French Atlantic Air Command and First French Air Corps)

|           |     |    |
|-----------|-----|----|
| e/a (air) | 1   | 0  |
| e/a (gnd) | 6   | 1  |
| locos     | 7   | 10 |
| rrcars    | 29  | 93 |
| mt        | 59  | 32 |
| hdv       | 44  | 10 |
| blg       | 114 | 66 |

*Fighters*

THIS PAGE IS UNCLASSIFIED

ED FOR PUL 10M  
142  
24 APR 1945  
Name. ....  
FIELD

On 1-1 [redacted] [redacted] [redacted] [redacted]  
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]  
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]  
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]  
**MORICH**  
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted] [redacted]

[illegible][illegible]

- 207 -



first troop poem ops 25 April --

German airbases in the Munich-Augsburg area were blasted again ~~by the~~ First Tactical Air Force ~~in~~ in forward operations today when ~~the~~ fighter-bombers of XII Tactical Air Command, flying up to 100 sorties, destroyed 33 assorted enemy aircraft on the ground and ~~caused~~ <sup>destroyed</sup> at least 24.

The XII TAC Thunderbolts, commanded by Brig Gen Glenn O. Burris, also left a ~~series~~ <sup>series</sup> of explosions in ~~marshalling~~ <sup>in</sup> yards at Landsberg and ~~in~~ <sup>in</sup> another ~~in~~ <sup>in</sup> ~~the~~ <sup>the</sup> ~~area~~ <sup>area</sup> between Munich and Augsburg.

~~A~~ group of P-47's, commanded by Colonel Harvey L. Carr, Houston, Texas, caught more than 100 aircraft on a field at Bad Aibling, 25 miles southeast of Munich. They made ~~through~~ <sup>through</sup> ~~the~~ <sup>the</sup> ~~area~~ <sup>area</sup> and left 32 destroyed and 33 damaged. Two other airfields were attacked in the same area.

In a brief air engagement over Munich, two flights of P-47's scored strikes on a pair of ME-jet-propelled 262's, but the enemy planes broke away and fled.

An enemy strongpoint at MATTENBACH, just north-east of LANDSHUT was bombed and strafed. Pilots reported at least 15 buildings destroyed and 10 damaged.

#### SUMMARY:

SORTIES: Approximately 100  
F/A GROUND: 33 - 24  
F/A AIR : One probable, 1 damaged.  
Locos: 8 - 1  
RR cars: 36 - 68  
WT's: 36 - 1  
HDV: 11 - 0  
Staff cars: 3 - 0.  
Ammo Dumps : 0 - 1  
Buildings: 27 - 11.  
Rail cuts: 2

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

[Faint, mostly illegible text body consisting of several paragraphs]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- first tac at ops --

covered the heavily built-up ammunition area with fragmentation bombs sending smoke up to 14,000 feet and causing large explosions and fires.

Two other American-flown Marauder missions were directed against the Schwabmünster ammunition dump, 15 miles south of Augsburg. Crews reported the target well-covered and additional explosions were observed long after the B-26's had left. Scant to heavy flak was encountered by one formation but there was no enemy air opposition and all medium bombers returned safely.

XII TAC fighter-bombers swept other airfields at Neuberg 12 miles west of INGOLSTADT and at Holzkirchen. Along the autobahn leading into the city, Thunderbolts dive-bombed and strafed destroying several planes, including two ME-163's, liquid rocket propelled aircraft. ~~These are built into the first plane of this type encountered by TAC fighter-bombers.~~ Three jet-propelled ME 262's were destroyed and 11 damaged on a field 20 miles northeast of Munich.

In one of two air-ground cooperations missions, the American-flown P-47's blasted an enemy strongpoint at Langenau, 10 miles northeast of Ulm. On their last sweep over the target, pilots saw white flags waving below. Summoned by ground controllers over a target 12 miles east of Ulm, Thunderbolts silenced several heavy artillery pieces and left large fires burning in a densely wooded area.

Three marshalling yards, all in the Munich-Augsburg area, were pounded heavily and Thunderbolts left large numbers of rolling stock destroyed and damaged. A troop concentration eight miles east of Ulm also was attacked.

No losses were reported up to 2000 hours.

- more -

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 2 -- first tap : ops --

Summary up to 2000 hours and not including fighter-bomber  
operations of the First French Air Corps:

SORTIES: More than 500.  
LOSSES: Nil.  
E/A on ground: 133 - 93.  
Locomotives: 8 - 2.  
RR cars: 44 - 87.  
MT's: 67 - 2.  
HDV: 29 - 0.  
Gun positions silenced: 1.  
Ammo dumps attacked: 3.  
Buildings: 43 - 17.  
Rail cuts: 3.  
Road blocks: 3

- 30 -

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PM ops -- 27 April 1945.

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY --  
XII Tactical Air Command P-47 Thunderbolts of the First  
Tactical Air Force, limited by weather to some 75 sorties up  
to noon today, scored damaging attacks on large numbers of  
motor transport south of Augsburg.

Pilots reported seeing some 500 vehicles of  
all kinds, spread over a wide network of roads and moving in  
different directions. The P-47's registered the following claims  
in forenoon operations:

|                      | DESTROYED OR DISABLED | DAMAGED |
|----------------------|-----------------------|---------|
| Motor transport      | 33                    | 13      |
| Staff cars           | 5                     |         |
| Armored vehicles     | 3                     |         |
| Horse-drawn vehicles | 10                    |         |
| Trailers             | 3                     | 2       |
| Buses                | 1                     | 5       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PM ops -- 27 April 1945.

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY --

XII Tactical Air Command P-47 Thunderbolts of the First Tactical Air Force, limited by weather to some 75 sorties up to noon today, scored damaging attacks on large numbers of motor transport south of Augsburg.

Pilots reported seeing some 500 vehicles of all kinds, spread over a wide network of roads and moving in different directions. The P-47's registered the following claims in forenoon operations:

|                      | DESTROYED OR DISABLED | DAMAGED |
|----------------------|-----------------------|---------|
| Motor transport      | 33                    | 13      |
| Staff cars           | 5                     |         |
| Armored vehicles     | 3                     |         |
| Horse-drawn vehicles | 10                    |         |
| Trailers             | 3                     | 2       |
| Buses                | 1                     | 5       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Amended by Frisbee, 190*

ops 27 apr 45

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY-- A column of German soldiers today surrendered to a squadron of First Tactical Air Force's XII Tactical Air Command P-47s in a woods a few miles southwest of Augsburg.

The Thunderbolts, led by Capt. Eli J. Settersich, a 141-mission pilot, living at 436 38th St. Oakland, Calif., had made 15 bombing and strafing passes at about 200 motor vehicles dispersed in the woods, when the German ground troops filed out waving white flags and holding their hands on their heads. Advancing infantry took them in charge. The capture highlighted a day of activity limited to 18 missions and about 200 sorties by overcast weather.

Today's missions, concentrated in the Augsburg-Munich area, included attacks on an ammunition dump southeast of Achsheim where fires and explosions were seen. A locomotive and five box cars were strafed in the same area.

A few miles south of Munich 15 motor transport were destroyed and 18 damaged, while a locomotive and 15 box cars were damaged. A command post, seven buildings and three flak guns were destroyed south of Fahlenbach. Fires were started in the town and numerous vehicles were damaged.

In the only combat of the day, a flight of P-47s were attacked by 10 or 12 Focke Wolfe 190s, fighting, according to pilots' descriptions, "very aggressively." Two FWs were destroyed and four damaged. One Thunderbolt was destroyed in combat.

Bombing and strafing a German straggler-collecting point near Schropfenhausen, P-47s destroyed 10 buildings and damaged 20 and started eight fires.

more

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

*Revised by Fiske, 170*

add 1, 27 apr. ops

Another mission destroyed a strong point and 30 buildings near Munich and damaged 50 buildings. In the same area an airdrome was hit and one enemy aircraft was destroyed and one damaged on the ground. Twenty-seven motor vehicles and nine armored vehicles were destroyed just outside Augsburg, and 36 motor transport were destroyed and 10 damaged near Munich. At Langenmoosen near Ingolstadt, a corps command post was bombed and strafed, and pilots claimed the town, which was left in flames, was nearly completely destroyed.

Incomplete summary includes:

|                  | DESTROYED | DAMAGED |
|------------------|-----------|---------|
| E/A in air       | 2         | 4       |
| E/A on ground    | 2         | 1       |
| Locomotives      | 3         | 2       |
| RR Cars          | 10        | 15      |
| M/T              | 193       | 150     |
| HDV              | 26        | 26      |
| Armored vehicles | 14        | 7       |
| Ammunition dump  | 0         | 1       |
| Buildings        | 52        | 79      |
| Half tracks      | 0         | 3       |

LOSSES: Two P-47s

end

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

A.M. ops -- 30 Apr. 45 --

First Tactical Air Force Thunderbolts of the First French Air Corps Sunday flew upwards of 100 sorties against rail and road communications along the extreme Southern sector of the Western Front.

The French-flown P-47's made scattered attacks in the Immenstadt-Donaueschingen-Constance areas. One fighter-bomber did not return.

CLAIMS:

Locos: 1 - 2  
RR cars: 0 - 40  
M/T: 24 - 5  
Autos: 2 - 0  
Bldgs: 57 - 54  
Fuel tank: 1 - 0  
HDV: 20 - 0  
RR cuts: 2  
Rd cuts: 3  
Fuel dump: 1 - 0

*Checked by F. J. ...*  
*190*

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S

night fighters -- 29 April 45 --

First Tactical Air Force night fighters last night carried out a series of five uneventful patrol missions in the battle area along the Southern sector of the Western Front.

Operations of First TAC AF were sharply curtailed Saturday because of weather. More than 100 sorties were flown by Thunderbolts of ~~Brig~~ Brig Gen Glenn O. Barcus's XII Tactical Air Command and the First French Air Corps, ~~roughly~~ roughly in the Munich-Augsburg area.

There were no losses.

First Tactical Air Force operations -- 17 April 1945

For the fourth successive day French-flown B-26 Marauder medium bombers of the First Tactical Air Force today attacked the German resistance pockets on the French Atlantic coast, bombing defensive positions along the Gironde Estuary in the morning, and returning in the afternoon to hit the ~~fortress~~ fortress of ~~Blanc~~ l'Oleron, on the island of Oleron, and enemy strongholds commanding the routes used by French troops in their advance to the sea.

American B-26's of 1st TAC AF, switched today from the Atlantic front, bombed two ammunition dumps in the Ansbach area, at Alten ~~Baumgarten~~ <sup>Pottersheim</sup>, 10 miles east of Ansbach, and Gassenhausen, 10 miles southeast of Ansbach.

An HE-262, first jet-propelled plane claimed ~~down~~ during combat with 1st TAC AF Marauders, was probably shot down by S/Sgt. Harold S. Chestnut, 1237 87th Avenue, Oakland, Calif., a bombardier.

Escorting P-47 Thunderbolts of the XII Tactical Air Command also destroyed an attacking HE-109. 1st Lt. James T. Borian, Tugalo, Miss, was the victor, downing his victim when 16 HE's came down from 20,000 feet.

Other 12th Tactical Air Command P-47's attacked marshalling yards at Tutlingen, Esslingen (6 miles ~~south~~ <sup>southeast</sup> of Stuttgart) Epfendorf and Nordlingen.

Ground cooperation attacks continued against the areas of Weibbrenn, Hall, and Roschurg. A troop concentration in the Grailsheim area was bombed and strafed.

1 add 1st tacaf ops 17 april

A summary of the day's operations, incomplete and not including those of the French First Air Corps. follows:

**Sorties:** More than 800

| CLAIMS:              | DESTROYED OR | DISABLED      | DAMAGED |
|----------------------|--------------|---------------|---------|
| Enemy aircraft (air) | 2            | 2(prob dest.) | 4       |
| " " (ground)         | 3            |               | 2       |
| Locomotives          | 16           |               | 20      |
| railway cars         | 37           |               | 141     |
| Motor transport      | 52           |               | 45      |
| Horse-drawn vehicles | 28           |               | 2       |
| Guns                 | 9            |               | 21      |
| Buildings            | 106          |               | 44      |

ends

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops -- 30 April --

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

At 11:00 AM, Tactical Air Force Advanced, Germany -- American-flown  
B-26 Marauders, this afternoon continuing their close cooperative strikes against  
the enemy. The newly launched French assault on the Ile d'Oleron off the  
Atlantic coast of France, dropped 10,000 high explosives and  
more than 100 fragmentary bombs on  
three concentrations near Grand Village on the west coast of the island.

Flying in ~~the~~ sorties, the mediums in afternoon operations  
unloaded 100 tons through heavy clouds which prevented accurate observation  
of results, although crewmen reported good coverage of bombs through  
holes in the overcast.

P-47 Thunderbolts of the XII Tactical Air Command, commanded  
by Brig Gen Glenn D. Barcus, pressed their attacks against enemy  
communications at scattered points in the area east and southeast of Munich.

One squadron of fighter-bombers of the 358th "Orange-Tail"  
group, commanded by Colonel James B. Tipton, Blytheville, Ark., and a lone P-51  
Mustang reconnaissance plane, accidentally joined forces in the skies ~~near~~  
Munich in an early forenoon ~~action~~ allied to destroy three German ME-108's. All  
three enemy aircraft were seen to crash. Pilots said the ME's bore no identi-  
fication and were ~~seen~~ seen at 5,000 feet, ~~flying east.~~

Other Thunderbolts of the "Orange-Tail" group caught columns  
of enemy motor transports on autobahns in the same area destroying a total of  
131 and damaging 78. in a woods near Kolbermoor, some 20 miles southeast of Munich, P-47's  
strafed and killed at least 23 German troops. Eight were killed on horseback,  
the rest on foot.

- more -

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

add 1 -- ops 30 April --

Eight assorted enemy aircraft were destroyed and six damaged when the American-flown fighter-bombers strafed and dive-bombed an airdrome some 15 miles southeast of Munier. By 2000 hours, 1. Thunderbolt had returned safely.

Throughout the day's operations in support of French forces who landed on the Ile d'Oléron this morning, medium bombers of Brig Gen John P. Doyle flew some 250 sorties without loss. They encountered no flak. The mediums dropped almost 12,000 frags and high explosives in ~~enemy~~ <sup>positions</sup> ~~positions~~ <sup>at scattered points on the island</sup> ~~positions~~ <sup>positions</sup> 250 tons.

SUMMARY AS OF 2000 hours and minus operations of fighter-bombers of the First French Air Corps:

A-1Hs -- Approximately 400

Losses -- Nil

E/A in the air -- 3 - 0

E/A on ground -- 8 - 0

Locomotives -- 1 - 0

Motor Transport -- 156 - 139

HDV -- 6 - 10

Tanks -- 1 - 1

Staff cars -- 5 - 4

Armored Vehicles -- 0 - 2

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

pm ops 29 april 1945

*CENSORED BY FRISBEE 190*

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY --

American P-47 Thunderbolts of the First Tactical Air Force, despite low-hanging clouds and rain, ~~took~~ early this afternoon carried out armed reconnaissance missions against transport in the Munich area, flying approximately 60 sorties up to 2 P. M.

In attacks on two airfields 12 and 20 miles east of Munich, the XII Tactical Air Command P-47's destroyed seven enemy aircraft on the ground, and damaged 45 more. ~~There was no contact~~ No enemy planes opposed the U. S. fighter-bombers, although two jets were sighted over Munich.

Pilots reported large-scale movement of motor/transport <sup>and rail</sup> out of Munich to the south, and despite the poor visibility, bombed and strafed considerable numbers of enemy vehicles.

<sup>observed was a</sup>  
Also a column of some 500 civilians on foot, moving to the north out of Munich.

Leaflets were dropped over Munich.

The following claims were made up to 2 P. M.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add ops

|                         | destroyed or disabled | damaged |
|-------------------------|-----------------------|---------|
| Enemy aircraft (ground) | 7                     | 15      |
| rail cars               | 15                    | 23      |
| Motor transport         | 45                    | 54      |
| Locomotives             | 2                     | 3       |
| horse drawn vehicles    | 1                     |         |
| tanks                   | 1                     |         |
| trailers                | 3                     | 6       |
| Armored vehicles        | 2                     | 2       |
| guns                    | 1                     |         |
| hangars                 | 1                     | 1       |

-30-

I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops, 30 april 45 B-26's PM report

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY-- In close cooperation with newly launched French assault on the Ile d'Oleron off the Atlantic coast of France, north of Gironde Estuary, American-operated B-26 Marauders this morning attacked enemy defences at scattered points along the west coast of the island.

Flying 145 sorties, eight waves of Medium bombers dropped some 1,800 tons of high explosive and fragmentation bombs on gun positions, block houses, mined areas and other defences with from good to excellent results. The Marauders encountered no enemy antiaircraft fire and all bombers returned.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops, 30 April 45 B-26's PM report

FIRST TACTICAL AIR FORCE HEADQUARTERS, GUELAND. In close cooperation with newly launched French assault on the Ile d'Oleron off the Atlantic coast of France, north of Gironde Estuary, American-operated B-26 Marauders this morning attacked enemy defences at scattered points along the west coast of the island.

Flying 145 sorties, eight waves of Medium bombers dropped some 1,800 tons of high explosive and fragmentation bombs on gun positions, block houses, mined areas and other defences with from good to excellent results. The Marauders encountered no enemy antiaircraft fire and all bombers returned.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

os, 1944 15 15-15 15-15

THE TACTICS OF THE FRENCH MARINERS, OFFICERS IN THE FRENCH MARINE, WITH THE NEWLY LAUNCHED FRENCH MARINERS ON THE 15th OF APRIL OFF THE ATLANTIC COAST OF FRANCE, NORTH OF GIRONDE ESTUARY, MARINERS LAUNCHED 15-15 MARINERS ON THE 15th OF APRIL, ATTACKED ENEMY DEFENCES AT SCATTERED POINTS ALONG THE COAST OF THE ATLANTIC.

THEY LAUNCHED, EIGHT WAVES OF MARINERS ON THE 15th OF APRIL, WITH THE NEWLY LAUNCHED FRENCH MARINERS ON THE 15th OF APRIL, ATTACKED ENEMY DEFENCES AT SCATTERED POINTS ALONG THE COAST OF THE ATLANTIC. THE MARINERS ENTERED NO ENEMY ANTIAIRCRAFT FIRE AND ALL WERE RETURNED.

*Plone success. L*

THIS PAGE IS UNCLASSIFIED

side light on : apt - 0

During this period, the Germans have flown one "Ju 88," sort of a  
single-engine bomber, dropping some 1,000 tons of bombs. They have destroyed  
in the air one enemy aircraft and on additional days two or three. An attack on  
Axis oil tank lanes in the Mediterranean two enemy ships have been sunk at our  
disposal.

The group had been cited by the War Department on order of the President as a distinguished unit. General De Gaulle of the Provisional French Government also cited the group and awarded it the Croix de Guerre with Palm.

2

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add 1st tacaf ops 21 april

|                      | DESTROYED OR DISABLED | DAMAGED |
|----------------------|-----------------------|---------|
| Railway cars         | 54                    | 88      |
| Motor transport      | 165                   | 62      |
| Horse-drawn vehicles | 28                    | 34      |
| Buildings            | 113                   | 50      |

Note to Captain Keller: This Hq. unable locate required  
PW camp. Will ask gAO sorry for delay but all fu here. Pain.

ENDR

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

LF 4

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

[illegible][illegible]

Class, program for students were shown. In the  
+ ... ..  
LATTER  
... ..

1. The first is the inclusion of:

| PROPERTY OF UNIVERSITY |    |
|------------------------|----|
| Text (knows)           | 1  |
| Text (knows)           | 2  |
| Text (knows)           | 15 |
| Text (knows)           | 2  |
| Text (knows)           | 2  |
| Text (knows)           | 27 |
| Text (knows)           | 1  |

7 000 000

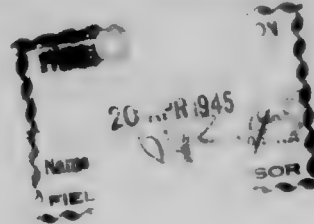
13

-22-

AP 42

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED



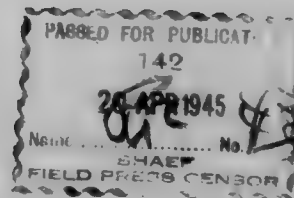
*guthy*

AK177

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TAC AF OPERATIONS 20 April.

20  
14-43  
FILED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

CENSORED BY FIRMAN 43

FIRST TACTICAL AIR FORCE ADVANCED HEADQUARTERS,  
GERMANY -- Twelfth Tactical Air Command P-47 Thunderbolts today  
made a record score against aircraft of grounded Luftwaffe,  
destroying 70 parked planes and damaging 104 more in strikes at six  
Bavarian airfields, in area stretching from Ulm to east of Munich.

Not one enemy plane rose to attack strafing, dive-  
bombing fighter-bombers, as they raked airdromes at Ingolstadt,  
Risstingen, Laupheim, Riem (eight miles southeast of Munich) Lechfeld  
(15 miles south of Augsburg) and Klettham, 16 miles northeast of  
Munich. Planes destroyed were ME-109's, FW-190's, JU-88's, DO-217's,  
and number other types, but no jet-propelled planes were seen.

French-manned B-26 Marauders joined ~~attack~~ assault on  
airdromes, striking field at Laupheim with excellent results  
being claimed.

Meanwhile American B-26's flew four missions against  
ammunition dump at Ingolstadt. Large explosion seen among ~~storage~~  
storage buildings, smoke rose 10,000 feet, and explosions seen by  
crews from 40 miles off, as they headed for home.

A tail-gunner, S/Sgt. Glen L. Ludy, Waynesboro, Ohio,  
said: "After first ~~explosion~~ explosion, smoke jumped up 4000 feet,  
~~and smoke rose high as we were.~~ and smoke rose high as we were. Fifteen  
minutes later I looked back and saw at least three more pillars of  
smoke high as the first."

MORE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add ops 20 april 1st tacaf

One "Invader" with more than 1000 combat hours flew its 150th mission, in leading the "Ugly Duckling" squadron over target. Medium bomber, which entered combat June 1943 in attack on Pantelleria, was prepared for 150th trip by regular crew-chief, S/Egt. Frederick W. Working, Ligonier, Ind.

Besides their assaults on airfields, XII TAC P-47's flew close cooperation missions against towns of Sulzdorf, three miles east of Schwabisch-Hall; ~~Autumerspritz~~ Sontheim, seven miles southeast of Schwabisch-Hall; Feuchtenwangen and Altenberg, in the "Heidenheim" area and Neunmarkt, 20 miles southeast of Kuremberg. Four separate attacks were made on the last-named place; many buildings were damaged and a number of personnel killed.

Marshalling yards at Ebenhausen, seven miles south of Ingelstadt, and Aulendorf, 20 miles ~~and~~ north of Friedrichshafen, on Lake Constance were bombed and strafed.

A parked column of motor vehicles, pointed south but motionless on a road leading from Stuttgart to the Swiss border, was attacked by Thunderbolts of "Invader" group, which destroyed 34 and damaged 63.

#### SUMMARY:

Sorties; More than 600, not including French fighter bombers.

#### CLAIMS:

|                         | DESTROYED OR DISABLED | DAMAGED |
|-------------------------|-----------------------|---------|
| Enemy aircraft (ground) | 70                    | 104     |
| Locomotives             | 4                     | 4       |
| Tanks                   | 2                     |         |
| Guns                    | 3                     |         |
| Hangars                 | 3                     |         |
| Buildings               | 193                   | 219     |
| Motor transport         |                       |         |

ENDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

mid-day ops 20 april

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

ADVANCED  
FIRST TACTICAL AIR FORCE/HEADQUARTERS, GERMANY --

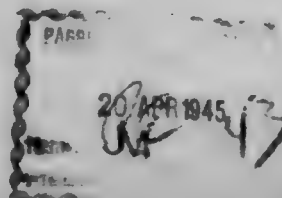
XII Tactical Air Command P-47 Thunderbolts flew approximately 100 sorties up to noon today, principally in ~~support~~ cooperation with U. S. Seventh Army and French First Army troops north of Ulm.

A marshalling yard at Bad Uberkingen, 17 miles northwest of Ulm, was hit by the P-47 Thunderbolts, and 20 railway cars were destroyed and 12 damaged. On an airfield at nearby Oberweckerstell, 20 miles northwest of Ulm, two HE-111's were destroyed on the ground.

Close cooperation missions were flown against the towns of Feuchtenwangen and Altenberg, in the Heidenheim area, and 20 fortified buildings were destroyed in the first-named town.

Claims up to mid-day included:

|                         | DESTROYED OR DISABLED | DAMAGED |
|-------------------------|-----------------------|---------|
| Enemy aircraft (ground) | 2                     |         |
| Railway cars            | 20                    | 12      |
| Motor transport         | 15                    | 5       |
| Tanks                   | 2                     |         |
| Armored vehicles        | 2                     |         |
| Buildings               | 37                    |         |
| Road blocks created     | 1                     |         |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

supplementary ops from 19 april.

T  
H  
I  
S

F  
A  
C  
E

I  
S

T  
H  
I  
S

FIRST TACTICAL AIR FORCE ADVANCED HEADQUARTERS,  
GERMANY -- French-flown aircraft of the First Tactical Air Force  
had another active day on the Western and Atlantic fronts, flying  
more than 475 sorties against enemy defenses and communications.

In cooperation with the ground forces closing up  
the German pockets on the Atlantic, aircraft of the French Atlantic  
Air Command bombed flak positions, heavy gun batteries and the  
chateau on the island of Oleron, and machine guns, a blockhouse and  
other defensive positions in the Pointe de Grave sector.

The French First Air Corps carried out operations  
coordinated with the French First Air Corps, while French-flown B-26  
Marauders hit the ammunition dump at Neu Ulm, and a supply dump  
at Donaueschingen.

The Spitfires and Thunderbolts of the French First  
Air Corps registered the following claims:

|                      | DE TROYED OR DISABLED | DAMAGED |
|----------------------|-----------------------|---------|
| Motor Transport      | 22                    | 10      |
| Horse-drawn vehicles | 1                     |         |
| Buildings            | 86                    | 53      |
| Trailers             | 1                     | 1       |
| Guns                 | 1                     |         |
| Full-track           | 1                     |         |
| Tank                 | 1                     |         |
| Dumps                | 2                     |         |
| Factory              | 1                     |         |

Altogether French and American aircraft of First TAC AF  
yesterday flew close to 100 sorties, final reports showed, for the  
loss of one P-47.

Total claims for the day follow:

NOTE:.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add supplementary ops

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

|                           | DESTROYED OR DISABLED | DAMAGED |
|---------------------------|-----------------------|---------|
| Enemy aircraft (ground)   | 1                     | 14      |
| Locos                     | 7                     | 13      |
| Railway cars              | 38                    | 19      |
| Motor transport           | 22 62                 | 24 60   |
| HDV                       | 17                    | 8       |
| Armored fighting vehicles | 0                     | 11      |
| Motorcycles               | 2                     | 9       |
| Tractors                  | 1                     |         |
| Rail cuts                 | 3                     |         |
| Road blocks               | 4                     |         |
| Dumps                     | 223 4                 | 0       |
| Buildings                 | 179                   | 106     |
| Trailers                  | 3                     | 1       |
| Guns                      | 2                     | 7       |
| <del>Stenny</del>         |                       |         |
| Full-track                | 1                     |         |
| Tank                      | 1                     |         |
| Factory                   | 1                     |         |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

First TAC XOPS -- 19 April 1945.

CENSORED BY FIRMAN 43

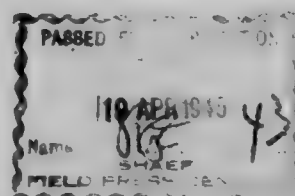
FIRST TACTICAL AIR FORCE ADVANCED HEADQUARTERS,  
GERMANY -- ~~XX~~ Medium  
bombers and fighter-bombers of the First Tactical Air Force,  
confined to somewhat more than 200 sorties today by cloudy weather,  
continued to operate against enemy supplies, defenses and communica-  
tions ahead of the U. S. Seventh and French First Armies.

B-26 Marauders flown by French crews attacked an  
ordnance depot at Neu Ulm and a supply area at Donaueschingen.  
There was not good observation of results, but airmen reported their  
bombs landed in the designated areas. No enemy aircraft opposed these  
attacks, and none of the medium bombers is missing.

~~TACTICAL~~  
XII Air Command P-47 Thunderbolts, operating ahead of  
the ~~XXXX~~ Seventh Army, scored the following claims according to  
early and incomplete reports:

|                      | DESTROYED | R | DISABLED | DAMAGED |
|----------------------|-----------|---|----------|---------|
| Locomotives          | 2         |   |          | 4       |
| Railway cars         | 29        |   |          | 8       |
| Motor transport      |           |   |          | 5       |
| Buildings            | 19        |   |          | 6       |
| Horse-drawn vehicles | 5         |   |          | 3       |

ENDS



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FORST TACAF OPS - 21 april -- pass to Capt. Teller

CENSORED BY FIRMAN 43

FIRST TACTIC L AIR FORCE ADVANCED HEADQUARTERS,  
GERMANY -- Flying through ~~xxxxxxxxxxxx~~ thunderstorms and  
dense clouds, XII Tactical Air Command fighter-bombers of First  
TACAF carried out approximately 500 sorties today against  
airfields, communications and enemy strong points ahead of U. S.  
Seventh Army.

Heaviest blows of day were delivered against defenses in  
number of towns and villages ringing Seventh's easternmost thrust:  
Kirchheim, Pabelsbach, Hockdorf, Georgensmund Weissenburg, Ober Speltach  
and Grungelhardt. Fires were started in all these towns.

Nine grounded aircraft were destroyed on ~~xxxxxxxxxxxx~~  
two airdromes at Landsberg, and ~~xxxxxxxxxxxx~~ 13 others  
damaged. Marshalling yards in the key communications centers of Augsburg  
and Regensburg were attacked, and large numbers of Motor transport  
and horse-drawn vehicles, most of them headed south, were bombed and  
strafed by XII TAC P-48 Thunderbolts in same general area. Just  
south of Regensburg P-47's found large concentration motor transport  
parked under group of sheds; set sheds afire and destroyed 56  
vehicles.

Summary of day's operations, not including French  
First Air Corps:

SORTIES: More than 500.

LOSSES: Nil.

CLAIMS:

DESTROYED OR DISABLED

DAMAGED

Enemy aircraft (ground)  
Losses

9  
4

13  
13

NOTE.....

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACAF OPS -- 22 APRIL 1945

CENSORED BY FIRMAN 43

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY --

XII Tactical Air Command P-47 Thunderbolt of First Tactical Air Force, limited by bad weather to slightly more than 200 sorties today, carried out attacks against airdromes, railways and other communications today.

At the airfield at Memmingen four planes were damaged.

The following claims (incomplete) were registered:

|                         | DESTROYED OR <del>EXISTING</del> | DISABLED | DAMAGED |
|-------------------------|----------------------------------|----------|---------|
| Enemy aircraft (ground) |                                  |          | 4       |
| Locomotives             | 5                                |          |         |
| Railway cars            | 16                               |          | 30      |
| Motor transport         | 1                                |          | 5       |

There were no losses.

ENDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACAF OPS -- 22 APRIL 1945

CENSORED BY FIRMAN 43

FIRST TACTICAL AIR FORCE HEADQUARTERS, GERMANY --

XII Tactical Air Command P-47 Thunderbolts of First Tactical Air Force, limited by bad weather to slightly more than 200 sorties today, carried out attacks against airdromes, railways and other communications today.

At the airfield at Memmingen four planes were damaged.

The following claims (incomplete) were registered:

|                         | DESTROYED OR <del>HEAVILY</del> | DISABLED | DAMAGED |
|-------------------------|---------------------------------|----------|---------|
| Enemy aircraft (ground) |                                 |          | 4       |
| Locomotives             | 5                               |          |         |
| Railway cars            | 16                              |          | 30      |
| Motor transport         | 1                               |          | 5       |

There were no losses.

ENDS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

I  
F  
I  
S  
  
F  
A  
C  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1 add first tactical ops

Leaflets were dropped on Munich.

SUMMARY (Not complete, and ~~including~~ not including French First Air Corps operations).

SORTIES: Approximately 200.

LOSSES: four P-47's.

| CLAIMS:                   | DESTROYED OR DISABLED | DAMAGED      |
|---------------------------|-----------------------|--------------|
| Enemy aircraft (ground)   | 44                    | 43           |
| " " (air)                 |                       | 1            |
| Locomotives               | 2                     | 5            |
| Railway cars              | 11                    | 29           |
| Motor transport           | 105                   | 70           |
| Horse-drawn vehicles      | 92                    | 3            |
| <del>Trailers</del>       | <del>6</del>          | <del>7</del> |
| Staff cars                | 5                     | 6            |
| Trailers                  | 1                     |              |
| Tanks                     | 5                     |              |
| Armored fighting vehicles | 2                     | 2            |
| Guns                      | 2                     | 7            |
| Hangers                   | 2                     | 1            |

ends

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACAF OPERATIONS -- 23 APRIL -- PASS TO CAPTAIN TELLER

FIRST TACTICAL AIR FORCE ADVANCED HEADQUARTERS,  
GERMANY -- XII ~~XXXXXXXXXXXX~~ Tactical Air Command P-47 Thunderbolt  
of First Tactical Air Force continued operations against grounded  
Luftwaffe today, destroying 23 German planes on airfield at  
Lichtenau, south of Ingolstadt. Fighter-bombers were held down by  
cloudy weather to approximately 150 sorties.

Four enemy fighters were sighted in the air during  
day, and of these one destroyed, one probably destroyed, one damage.  
P-47 pilots spotted three ME-109's ~~XXXX~~ 10 miles northwest  
Augsburg, closed in, knocking down one Messerschmitt and  
probably destroying another. Later a lone ME-262 jet plane was  
destroyed ~~XXXX~~ between Ulm and Augsburg.

At marshalling yard at Schwarzenbach, 12 miles east  
of Friedrichshafen, on Lake Constance close to Swiss border,  
American-flown Thunderbolts destroyed two locos, damaged 29  
railway cars. A radio tower also destroyed.

Summary of day's operations, not including French  
First Air Corps, follows:

SORTIES: approximately 150  
LOSSES: One P-47.  
CLAIMS:

|                         | DESTROYED OR DISABLED | PROBABLY DEST. | DAMAGED |
|-------------------------|-----------------------|----------------|---------|
| Enemy aircraft (air)    | 1                     | 1              | 1       |
| Enemy aircraft (ground) | 23                    |                | 3       |
| Locos                   | 2                     |                |         |
| Railway cars            | 1                     |                | 29      |
| Motor transport         | 8                     |                | 4       |
| Buildings               | 1                     |                |         |
| Radio tower             | 1                     |                |         |

WDS

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

First tactical ops 29 April 1945

FIRST TACTICAL AIR FORCE HEADQUARTERS,  
GERMANY -- Eighty aircraft in the area east of Munich, and  
grounded aircraft of the Luftwaffe, and scattered German  
rail and road traffic moving southward out of Munich, were  
the objects of attack today by XII Tactical Air Command P-47  
Thunderbolts of the First Tactical Air Force, which carried  
out some 20 sorties despite cloudy, drizzling weather.

In attacks on ~~four~~ eight different airdromes in  
an area east of Munich, 44 grounded aircraft of all types were  
destroyed, and 43 were damaged. The Bad Aibling field, 25  
miles southwest of Munich, and the Munich-Reim airfield, both  
sizeable installations, were bombed <sup>and strafed</sup> as well as six minor strips  
in the same region. A jet-propelled ME-262 and JU-88's, ME-109's,  
FW-190's, ME-110's, JU-52's and some unidentified planes were  
listed among those destroyed. One ME-262 was damaged in the air over  
Munich. Four P-47's are missing from the day's operations.

Pilots reported considerable but scattered movement  
of road and rail transport in a big area to the south and  
east of Munich, going southward out of the city. They also observed  
one column of more than 500 civilians, on foot, moving out of  
Munich. *to the W. P.*

Enemy strong points in the towns of Hattenhoffen,  
Mammendorf and Furstenfeld were bombed and strafed, and fires  
were started.

MORE.....

CLASSIFIED BY A12241 43

THIS PAGE IS UNCLASSIFIED

French B-24 Starliners medium bombers of the First Tactical Air Force today began their second year of combat with attacks on positions in German-held pockets on the Atlantic Seaboard, and under First TAC AF medium, and P-47 Thunderbolts of the Twelfth Tactical Air Command, continue to harass enemy supplies and offensive positions in the southern front.

The French B-24s dropped some 1000 demolition bombs in 1943 by 6000-2000 tons, a force of 100 north of Royan, covering enemy strong-points, pill-boxes, artillery positions and beach-head defenses, with blanket of bombs. Some crashes reported near the coast, but in general little opposition was encountered and there was no loss. These operations followed an active day for the bombers of the French Atlantic Air Command, also under First TAC AF control, which flew more than 75 sorties against armored turret gun batteries, water transport marks and enemy troop concentrations in the same area.

Meanwhile P-47 Thunderbolts of 28th and 32nd Brigades General John Marcus's 12th TAC struck marshalling yards, bridges, enemy positions and troop concentrations ahead of the U. S. Seventh Army.

On the basis of early and incomplete reports 22 railway cars and three locomotives were destroyed in marshalling yard in and near Nordlingen, Herbrachtingen (17 miles northeast of Ulm); Schorndorf (17 miles west of Stuttgart) and Schwabach, 10 miles south of Nuremberg. Forty-nine cars and eight locomotives

1st first tactical ops 14 April

very active in these tracks.

The airplanes were attacked in the Hardlingen area, and 10 aircraft were destroyed and four damaged on the ground.

The principal point of troop concentrations were located in the vicinity of the village of Hardlingen; Ingelstadt, Stuttgart and Wehring. The village of Wehring, one mile west of Ingelstadt, was bombed. Some 200 troops in Wehring, 15 miles northwest of Ingelstadt, were strafed, but poor visibility prevented observation of results.

American-flown medium bombers, escorted by 1st TAC P-47's, attacked the enemy air base at Stuttgart. There was poor visibility over the base, but several enemy aircraft were reported as being downed. The enemy also reported, in other parts of the area, the concentration of explosions.

According to reports, the only aerial victory of the day. When the P-47's appeared below the clouds, 1st Lt. W. T. Bryant, 122nd Fighter Group, Berkeley, Calif., was down to investigate. He approached it head-on, and it was destroyed. Bryant fired the bullets at the other, and the pilot fell out and the plane exploded. It was Lt. Bryant's first air victory, although he was flying his 100th air-to-air mission.

Weather limited operations, but further limited ~~xxxxxx~~ incomplete reports showed more than 50 sorties flown, not including those of the fighter-bombers of the French First Air Corps, of whose activity no report was available.

~~xxxxxx~~ (1222222222) ~~xxxxxx~~

Ad first tac'd Apr 14 April

Summary (Incomplete):

| DESCRIPTION       | QUANTITY | UNIT PRICE | TOTAL |
|-------------------|----------|------------|-------|
| Aircraft (ground) | 10       |            |       |
| Aircraft (air)    | 1        |            | 4     |
| Loss              | 1        |            | 1     |
| Wreckage          | 20       |            | 2     |
| Other transport   | 10       |            | 22    |
| Buildings         | 10       |            | 10    |

Wrote to Capt +2 on Feb 11th: Will send her some stuff ~~202222~~  
 tomorrow. Working on L-5. Will send out one in 10 days. One in 10  
 and that one 202222 will be in the air. Will send it. Will send it  
 time this to the other one.

6.2.4.2

THIS PAGE IS UNCLASSIFIED

March 17, 1946

French-Canadian ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...

... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...

... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...

... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...  
 ... of the ... of the ...

... of the ... of the ...  
 ... of the ... of the ...

|     | DESTROYED BY | DATE |
|-----|--------------|------|
| ... | ...          | ...  |
| ... | ...          | ...  |
| ... | ...          | ...  |
| ... | ...          | ...  |
| ... | ...          | ...  |



POSSIBILITIES  
 POSSIBILITIES  
 VARIOUS ASPECTS  
 POSSIBLE REASONS

8  
 138  
 I  
 19  
 DELETED OR DELETED

31  
 31  
 31  
 32  
 DELETED

INTER-RELATIONS

A SUMMARY OF THE FIRST STAGES OF INTER-RELATIONS AND  
 COLLECTED REASONS AND QUESTIONS 31.

INTER-RELATIONS AND INTER-RELATIONS, COLLECTED REASONS  
 STATIONS AND OF THE INTER-RELATIONS AND IN THE INTER-RELATIONS

B-11 INTER-RELATIONS OF THE SAME COLLECTED REASONS AND COOPERATION  
 STATIONS AND OF THE INTER-RELATIONS.

INTER-RELATIONS, COLLECTED REASONS AND QUESTIONS, COLLECTED REASONS  
 COLLECTED REASONS IN THE STATIONS OF INTER-RELATIONS, COLLECTED REASONS  
 WITH SOME REASONS OF THE INTER-RELATIONS, COLLECTED REASONS TO RE-  
 STATIONS AND IN THE STATIONS AND INTER-RELATIONS, COLLECTED REASONS  
 OF INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS

ON THE INTER-RELATIONS AND OF THE INTER-RELATIONS, COLLECTED REASONS  
 COLLECTED REASONS.

INTER-RELATIONS COLLECTED REASONS AND COLLECTED REASONS OF THE  
 INTER-RELATIONS ON THE STATIONS OF INTER-RELATIONS AND THE INTER-RELATIONS  
 COLLECTED REASONS OF INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS

INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS  
 COLLECTED REASONS AND INTER-RELATIONS, COLLECTED REASONS AND INTER-RELATIONS

INTER-RELATIONS AND INTER-RELATIONS OF THE

COLLECTED REASONS AND INTER-RELATIONS

T  
 H  
 I  
 S  
 P  
 A  
 G  
 E  
 I  
 S  
 U  
 N  
 C  
 L  
 A  
 S  
 S  
 I  
 F  
 I  
 E  
 D

THIS PAGE IS UNCLASSIFIED

1.0000000000000000

0.0000000000000000

0.0000000000000000

Trailers  
0.0000000000000000  
0.0000000000000000  
0.0000000000000000  
0.0000000000000000

1

1

0.0000000000000000

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

1 add ops 15 april

headquarters, was set on fire.

In today's operations more than 500 sorties were flown, and the following claims, based on incomplete reports, were made:

|                      | DESTROYED OR DISABLED | DAMAGED |
|----------------------|-----------------------|---------|
| Locomotives:         | 5                     | 5       |
| Railroad cars        | 42                    | 159     |
| Motor Transport      | 52                    | 13      |
| Horse-drawn vehicles | 63                    | 104     |
| Buildings            | 135                   | 30      |

Note to Captain Keller from Fain: Please let us know type of car and condition. If in good driving condition now, will ~~xxxx~~ go after it at once. If not, can you have repaired there? Please let us know via this circuit.

ends

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

FIRST TACAF OPS APRIL 16

PASS TO CAPTAIN TULLER, PRESS CAMP.

Both ~~French~~ <sup>and</sup> American ~~B-26~~ B-26 Marauder medium bombers, flying more than 300 sorties, kept up the assault on German resistance pockets on the French Atlantic coast from early this morning until after five o'clock this afternoon, bombing heavy-caliber guns and enemy strong points and defensive positions along the Gironde Estuary, in an area 11 miles northwest of Royan.

The bombers, striking in waves and at intervals as close as ten minutes apart, dropped 500-pound, 100<sup>0</sup>-pound and 2000-pound fragmentation and high explosive bombs, with excellent results being reported by French and American crews. No enemy opposition of any kind was encountered, and all the "marauders" returned safely.

Far to the east, on the U. S. Seventh and French First Army fronts, Twelfth Tactical Air Command P-47 Thunderbolts flew more than 500 sorties against railway yards, airfields, and enemy defenses holding up the advance of the Sixth Army Group ground forces.

Strong points and fortifications in the ~~area~~ Heilbronn area and near Hall, and in the French sector to the southeast of Strasbourg, were bombed and strafed, and pilots destroyed 114 fortified ~~buildings~~ buildings.

Marshalling yards were attacked at Ulm and at Herbertingen, 30 miles north of Friedrichshafen, and Reuplingen, 20 miles south of Stuttgart.

Six aircraft were destroyed on the ground at airfields at Sulzbach, 35 miles east of Nuremberg, at Boblingen, and on an autobahn converted into an airfield ~~at~~ near Sulzbach.

One ME-109 was shot down over the Seventh Army's battle-zone

1 add first tacaf ops april 16

A railway bridge ~~between~~ south of Crailsheim was destroyed.

An incomplete summary of the day's operations follows:

SORTIES: More than 800.

| CLAIMS:                 | DESTROYED OR DISABLED | DAMAGED |
|-------------------------|-----------------------|---------|
| Enemy aircraft (air)    | 1                     | 1       |
| Enemy aircraft (ground) | 6                     | 10      |
| Locos                   | 7                     | 93      |
| Railroad cars           | 29                    | 32      |
| Motor transport         | 29                    | 10      |
| Horse-drawn vehicles    | 44                    | 66      |
| Buildings               | 114                   |         |
| Bridge                  | 1                     |         |

Note to Keller from Fain: USSTAF briefing officer will be there in day or two to give Nuremberg dope. He will also be able to relieve you ~~xxxxxx~~ while you get flying time. This can be done at Y-90. Will give you location if you come down here, if you can't find out up there. Have arranged with A-3, and orders will be forthcoming. Leyshon will pressure Boyd on Mexican deal.

ends

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ops 7 april

Two formations of 20 ME-109's each-- largest force the fuel-starved Luftwaffe has put up against the First Tactical Air Force in this area-- were shot down by Thunderbolts this afternoon, and two of the enemy were shot down without loss of an American plane.

The P-47's, all of the American fleet XII Tactical Air Force aircraft, were limited to slightly more than 100 sorties today, after being grounded by weather until mid-afternoon.

Most of the day's operations were concentrated on and near the town of Ocholtz, five miles north of Jellisonn. Enemy strong points in the town were hit, and 10 buildings were destroyed. The Ocholtz airfield was attacked, and an unidentified enemy aircraft was shot down and a target located.

The 10th Tactical Reconnaissance Group and eight P-47's, all members of the 1st Tactical Reconnaissance Group, were also shot down as the Thunderbolts were returning from an armed reconnaissance mission.

The ME-109's were flying low, level with us, at about 500 feet, said 1st Lt. Harry J. Green, 1st, 10th, who shot one of the enemy planes. "They made one head-on pass, then all broke off into the clouds."

Regester and 1st Lt. Marion L. Green, Lone Tree, Iowa, the other pilot to score a victory, got theirs in almost identical manner.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1 add, 7 apr. ops

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

In both cases the Messerschmitts broke off right after the first pass; ducked into the clouds. Green and Aegeter each followed his own into the clouds and fired at about 50 yards, in an open space in the clouds. Both ME-109's caught fire, crashed and exploded.

Because of the bad flying conditions, no claims were made except the 16 buildings went down, the two planes went down, the plane probably destroyed on the ground and the man, r. m. aged.

There were no losses during the day.

50

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

FILE NO.  
649,308  
Copy 1  
Nov 44 - May 45

TO BE RETURNED  
TO THE ARCHIVE  
OF THE  
HISTORICAL  
DIVISION

DECLASSIFIED  
DECLASSIFIED  
DOD DIR 5200.2

DECLASSIFIED

# FIRST TACTICAL AIR F

(PROV)

## SUMMARY OF OPERATIONS OF AMERICAN UNITS

1 NOVEMBER 1944 THROUGH 8 MAY 1945

COPY NO. 63

PREPARED BY:



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A

9906-7388  
**DECLASSIFIED**  
DECLASSIFIED  
DOD DIR 5200.2

**DECLASSIFIED**

# TACTICAL AIR FORCE

(PROV)

## MARY OF OPERATIONS

### OF AMERICAN UNITS

1 NOVEMBER 1944 THROUGH 8 MAY 1945

PREPARED BY: STATISTICAL CONTROL

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

TABLE OF CONTENTS

DECLASSIFIED  
DOD DIR 5200c

PAGE NO.

|         |   |
|---------|---|
| 1       | Table of Contents.  |
| 2 - 3   | Historical Notes.   |
| 4       | Chronological Record of Tactical Units Assigned & Attached.   |
| 5       | Organization Chart, as of 30 April 1945.                      |
| 6 - 8   | Roster of Key Officers - As of 31 January 1945.               |
| 9 - 12  | Roster of Key Officers - As of 30 April 1945.                 |
| 13      | Personnel Strength.   |
| 14 - 16 | Aircraft Serviceability - Daily Average.                      |
| 17 - 19 | Aircraft and Crews on Combat Stations - Average Daily Status. |
| 20 - 22 | Aircraft and Combat Crew Losses - By Type.                    |
| 23 - 29 | Daily Record of Operations.                                   |
| 30 - 33 | Monthly Summary of Operations.                                |
| 34 - 36 | Summary Fighter Activity by Type Mission.                     |
| 37      | Bomb Tonnage on Target, By Type Target.                       |
| 38 - 39 | Air Claims - Enemy Aircraft.                                  |
| 40      | Ground Claims - Enemy Aircraft.                               |
| 41      | Ground Claims - Miscellaneous.                                |
| 42      | Aircraft Losses - By Cause.                                   |
| 43      | Battle Damage by Cause.                                       |
| 44 - 46 | Non-Effective Sorties - By Cause and By Type Aircraft.        |
| 47 - 51 | Combat Crew Personnel Experience Levels.                      |
| 52 - 53 | Flying Time and Gasoline Consumption.                         |
| 54 - 56 | Ratios of Effort.   |
| 57 - 58 | Definitions.  |
| 59      | Distribution.   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

1.

TABLE OF CONTENTS

DECLASSIFIED  
DOD DIR 5200

.....  
: ~~SECRET~~ :  
: AUTH: CS, UNREP :  
: DATE: 30 June 1985 :  
: INIT: 87 :  
:.....

Table of Contents.  
Historical Notes.  
Chronological Record of Tactical Units Assigned & Attached.  
Organization Chart, as of 30 April 1945.  
Roster of Key Officers - As of 31 January 1945.  
Roster of Key Officers - As of 30 April 1945.  
Personnel Strength.  
Aircraft Serviceability - Daily Average.  
Aircraft and Crews on Combat Stations - Average Daily Status.  
Aircraft and Combat Crew Losses - By Type.  
Daily Record of Operations.  
Monthly Summary of Operations.  
Summary Fighter Activity by Type Mission.  
Bomb Tonnage on Target, By Type Target.  
Air Claims - Enemy Aircraft.  
Ground Claims - Enemy Aircraft.  
Ground Claims - Miscellaneous.  
Aircraft Losses - By Cause.  
Battle Damage by Cause.  
Non-Effective Sorties - By Cause and by Type Aircraft.  
Combat Crew Personnel Experience Levels.  
Flying Time and Gasoline Consumption.  
Ratios of Effort.  
Definitions.  
Distribution.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

2.

----- HISTORICAL NOTES -----

In October of 1944, the XII Tactical Air Command was transferred from the Twelfth Air Force to the American units, the 324th Fighter Group (P-47) and the 111th Tactical Reconnaissance Squadron (P-6), and units were added to the Ninth Air Force by this transfer. When the First Tactical Air Force (Prov.) was with the operational mission of planning and executing air cooperation for the two armies under the 6th were separated from the XII Tactical Air Command, and the XII Tactical Air Command became the principal new provisional Air Force. A schedule of the attachment and assignment dates of the individual American and an organization chart as of 30 April 1945 of the entire First Tactical Air Force, including French

In early November, the mission of the fighter bombers was to soften enemy defenses in front of the which were then drawn along the eastern Vosges, and to disrupt enemy movements of troops and supplies. defense areas, gun positions, trains, motor vehicles, and troops in concentrated areas, and effected important rail bridges over the Rhine unserviceable for considerable periods.

From the last week in November to the first week of February, the enemy forces west of the Rhine positions in the Rhine-Moselle triangle and at Colmar. They had established a bridgehead north of Strasbourg armor into the Siegfried-Maginot line area north of Strasbourg.

December and January activity involved the reduction of the dangerous offensive threat of enemy French in reaching the Rhine. The medium bombers of the First Tactical Air Force (Prov.) became operated assigned as a primary mission attacks on the enemy supplies of liquid fuel. Meanwhile, fighters and P-47s disruptive strafing and bombing. Rail fills, tunnels and bridges connecting Kaiserslautern with the Rhine Karlsruhe were attacked repeatedly. An interdiction program was inaugurated to frustrate an enemy withdrawal the Colmar pocket. This operation was so successful that the German 19th Army, which had held the pocket thing less than 4,000 combat infantrymen when the pocket collapsed February 8th.

From the clearing of the Colmar pocket to D-Day (15 March) in the 7th Army's Haguenau-Saverne-Saarlouis were preparing for the Spring drive, while the air force attacked active supply installations, barracks rail system. The systematic rail interdiction program was of prime importance. The lines leading east were demobilized by air attack. On the rail line from Zweibrücken to Landau no movement was sighted all March all rail communications with Rhine crossings were unserviceable to the enemy. Denied the use of the roads, where fighter planes took full advantage of the resulting congestion. During the week ending the XII Tactical Air Command (First Tactical Air Force, Prov.) and XII Tactical Air Command (Ninth Air Force) than 4,000 LT destroyed and 3,000 damaged. The results were decisive. Of approximately 230,000 enemy in the Moselle triangle before the 15th of March, roughly more than half were taken prisoner. Air cooperation orderly withdrawal of his troops west of the Rhine, and to a very large extent was the cause of his final Rhine.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S

P  
A  
C

----- HISTORICAL NOTES -----

Tactical Air Command was transferred from the Twelfth Air Force to the Ninth Air Force. Two Group (P-47) and the 111th Tactical Reconnaissance Squadron (P-6), as well as a number of French Force by this transfer. When the First Tactical Air Force (Prov.) was activated, 20 October 1944, planning and executing air cooperation for the two armies under the 6th Army Group, the French units Tactical Air Command, and the XII Tactical Air Command became the principal American component of the schedule of the attachment and assignment order of the individual American units appears on page 4 April 1945 of the entire First Tactical Air Force, including French units, appears on page 5.

ion of the fighter bombers was to soften enemy defenses in front of the 6th Army Group's lines, eastern Vosges, and to disrupt enemy movements of troops and supplies. They bombed and strafed trains, motor vehicles, and troops in concentrated areas, and effected road cuts. They made two important unserviceable for considerable periods.

rior to the first week of February, the enemy forces west of the Rhine held strongly prepared Langlo and at Colmar. They had established a bridgehead north of Strasbourg and were moving strong line area north of Strasbourg.

by involved the reduction of the dangerous offensive threat of enemy armor and assistance to the medium bombers of the First Tactical Air Force (Prov.) became operational in December and were attacks on the enemy supply of liquid fuel. Meanwhile, fighters and fighter bombers continued their Rail fills, tunnels and bridges connecting Kaiserslautern with the Rhine crossings from Bingen to . An interdiction program was inaugurated to frustrate an enemy withdrawal by the enemy from was so successful that the German 19th Army, which had held the pocket, was able to evacuate some- army men when the pocket collapsed February 8th.

Colmar pocket to D-Day (15 March) in the 7th Army's Haguenau-Saverne-Saar Sector, the ground forces ve, while the air force attacked active supply installations, barracks areas, motor transport and interdiction program was of prime importance. The lines leading east and north from Kaiserslautern on the rail line from Zweibrücken to Landau no movement was sighted after 2 March, and by the 15th of Rhine crossings were unserviceable to the enemy. Denied the use of rails, the enemy was forced to took full advantage of the resulting congestion. During the week ending 24 March, fighter bombers of First Tactical Air Force, Prov.) and XII Tactical Air Command (Ninth Air Force) together claimed more damaged. The results were decisive. Of approximately 230,000 enemy troops occupying the Rhine- of March, roughly more than half were taken prisoner. Air cooperation had denied the enemy an west of the Rhine, and to a very large extent was the cause of his inability to regroup east of the

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

between 24 March and 8 May, the extent and implications of the defeat in the Atlantic became apparent. The Germans were forced to fall back upon successive strategic supply centers. They were prevented from adopting a defensive stance. A systematic program of air attack on these centers was undertaken. Concentrated attack on the Rhine River, the program of rail interdiction, originally conceived to isolate the enemy forces between the Rhine and the Moselle, was abandoned as more harmful to our rapidly advancing forces than to the enemy.

As the advance progressed to its final phase in the North, the Luftwaffe began to show signs of becoming a purely defensive force. Units and fragments of units began to appear from fields around Stuttgart, patrolling of active fields, however, prevented their effective use on any great scale. In addition, they were hampered by shortage of fuel, a condition that the medium bombers of the First Tactical Air Force had helped bring about.

Meanwhile, plans for the clearance of German resistance from the Western Front, on the Western Front in April medium bombers and fighter bombers of the First Tactical Air Force (prev.) assisted in the support of this campaign. They attacked enemy troops, storage points and air installations. Similar support was provided the Isle d'Oron. With the reduction of resistance on the island, the final enemy barrier to the south of the Rhine was eliminated.

As of the 8th of May 1945, the American Component of First Tactical Air Force (prev.) consisted of the following:

| MEDIUM BOMBER    | TYPE<br><u>PLANE</u> | FIGHTER                   | TYPE<br><u>AIRCRAFT</u> | REMARKS          |
|------------------|----------------------|---------------------------|-------------------------|------------------|
| 17th Bomb Group  | B-26                 | 27th Fighter Group        | P-47                    | 10th Tac. Rcn. 3 |
| 320th Bomb Group | P-26                 | 50th Fighter Group        | P-47                    | 22nd Tac. Rcn. 3 |
|                  |                      | 86th Fighter Group        | P-47                    | 11th Tac. Rcn. 3 |
|                  |                      | 324th Fighter Group       | P-47                    | 34th Photo Rcn.  |
|                  |                      | 358th Fighter Group       | P-47                    |                  |
|                  |                      | 415th Night Fighter Sqdn. | P-61 & B-26             |                  |
|                  |                      | 417th Night Fighter Sqdn. | P-61                    |                  |
|                  |                      | Attached for Operations.  |                         |                  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C

3.

The extent and implications of the defeat in the Balkans became apparent. Without trained units to fall back upon successive strategic supply centers. They were prevented from attempting a real program of air attack on these centers was undertaken. Concentrated attacks were made on rail and rail interdiction, originally conceived to isolate the enemy forces between the line and the sea, were harmful to our rapidly advancing forces than to the enemy.

In its final phase in the South, the Luftwaffe began to show signs of becoming a threat. Driven from all units and fragments of units began to appear from fields around Stuttgart and Munich. Careful air, prevented their effective use on any great scale. In addition, their operations were limited by the medium bombers of the First Tactical Air Force had helped bring about in January.

Resistance of German resistance from the German sector, on the Western French Coast, were made. Late in the month, bombers of the First Tactical Air Force (Prev.) assisted in the support of the ground forces in the capture of troops, storage points and gun emplacements. Similar support was provided for the landings on the island of resistance on the island, the final enemy barrier to the south of the port of Bordeaux.

The American Component of First Tactical Air Force (Prev.) consisted of the following tactical units:

| <u>UNIT</u>               | <u>TYPE</u><br><u>AIRCRAFT</u> | <u>RECOMMENDATION</u>   | <u>TYPE</u><br><u>AIRCRAFT</u> |
|---------------------------|--------------------------------|-------------------------|--------------------------------|
| 27th Fighter Group        | P-47                           | 15th Tac. Recon. Sqdn.  | P-6                            |
| 50th Fighter Group        | P-47                           | 22nd Tac. Recon. Sqdn.  | P-6                            |
| 86th Fighter Group        | P-47                           | 11th Tac. Recon. Sqdn.  | P-6                            |
| 324th Fighter Group       | P-47                           | 34th Photo Recon. Sqdn. | P-5                            |
| 358th Fighter Group       | P-47                           |                         |                                |
| 415th Night Fighter Sqdn. | P-61 &<br>B-24                 |                         |                                |
| 417th Night Fighter Sqdn. | P-61                           |                         |                                |
| +Attached for Operations. |                                |                         |                                |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

4.

FOR INFORMATION AND RECORD ONLY AND NOT TO BE USED FOR ATTACHMENT

| UNIT              | DATE<br>ATTACHED | DATE<br>DETACHED | DATE<br>REMOVED |
|-------------------|------------------|------------------|-----------------|
| 65 FIGHTER WING   | 7 Nov. '44       | 22 Nov. '44      | 20 May '45      |
| 78 ILL. CMB.      |                  | 5 Jan. '45       | 20 May '45      |
| 101 ILLINOIS CMB. |                  | 31 Dec. '44      | 25 Feb. '45     |
| 107 ILLINOIS CMB. |                  | 15 Feb. '45      | 20 May '45      |
| 42 ILL. WING      | 15 Nov. '44      | 22 Nov. '44      | 20 May '45      |
| 17 ILL. WING      | 15 Nov. '44      | 22 Nov. '44      | 20 May '45      |
| 320 FIGHTER TRUP  | 15 Nov. '44      | 22 Nov. '44      | 20 May '45      |
| XII MC. AIR CORPS | 20 Oct. '44      | 22 Nov. '44      | 20 May '45      |
| 64 FIGHTER WING   | 20 Oct. '44      | 22 Nov. '44      | 20 May '45      |
| 71 FIGHTER WING   | 15 Nov. '44      | 29 Dec. '44      | 20 May '45      |
| 27 ITR. B. C.     | 21 Feb. '45      | 15 Mar. '45      | 20 May '45      |
| 50 ITR. TRUP      | 15 Nov. '44      | 29 Dec. '44      | 20 May '45      |

| UNIT           |    |
|----------------|----|
| 65 ITR. B. C.  | 2  |
| 54 ITR. B. C.  | 2  |
| 50 ITR. B. C.  | 2  |
| 371 ITR. B. C. | 2  |
| 41 ITR. B. C.  | 2  |
| 417 ITR. B. C. | 2  |
| 69 ITR. B. C.  | 2  |
| 10 ITR. B. C.  | 2  |
| 23 ITR. B. C.  | 2  |
| 111 ITR. B. C. | 28 |
| 102 ITR. B. C. | 15 |
| 34 ITR. B. C.  | 15 |

++ For Operational only.



THIS PAGE IS UNCLASSIFIED

THIS  
P  
A

.....

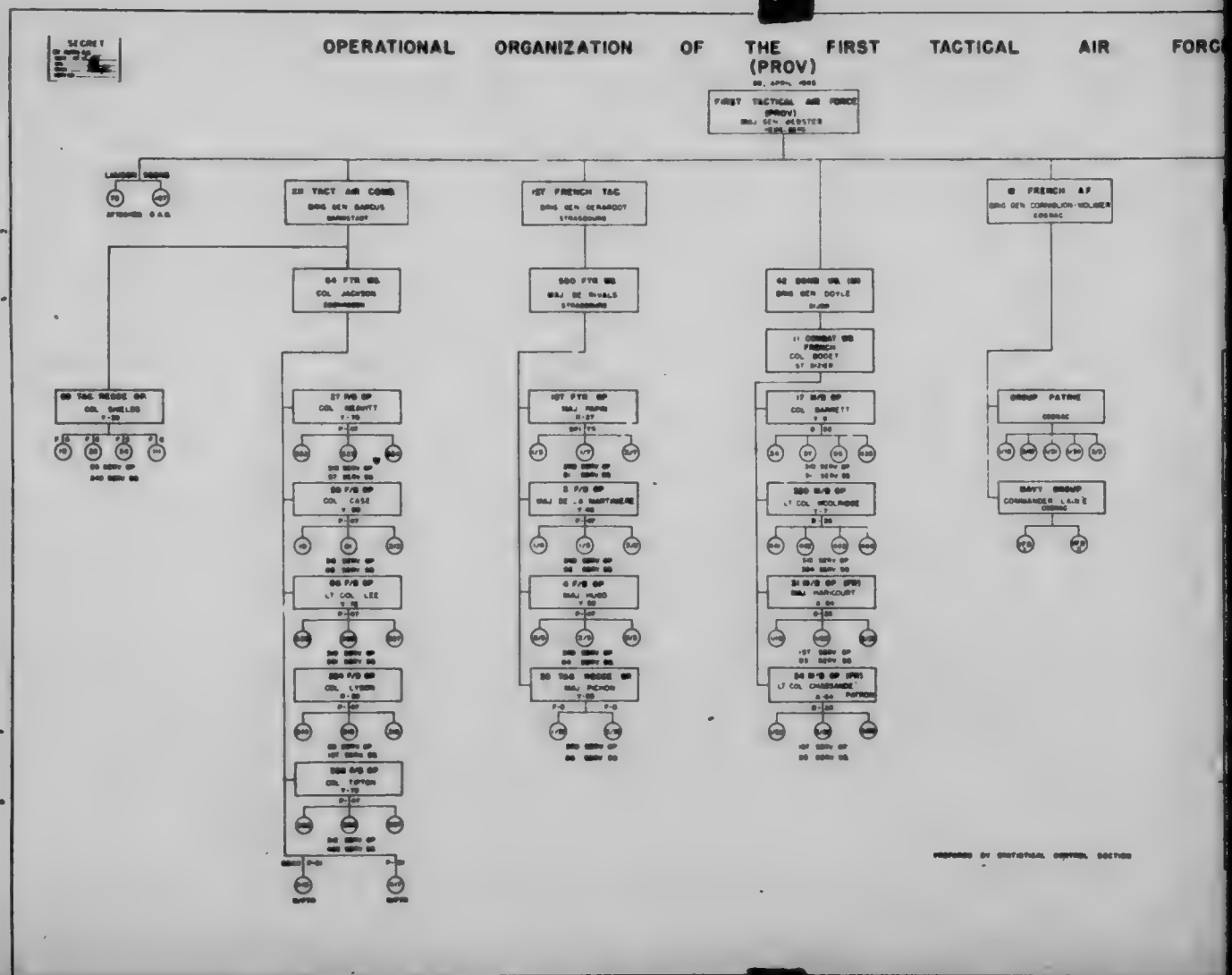
| DATE       |             |
|------------|-------------|
| 2 Nov. '44 | 20 May '45  |
| 6 Jan. '44 | 20 May '45  |
| 1 Dec. '44 | 25 Feb. '45 |
| 9 Feb. '45 | 20 May '45  |
| 2 Nov. '44 | 20 May '45  |
| 2 Nov. '44 | 20 May '45  |
| 2 Nov. '44 | 20 May '45  |
| 2 Nov. '44 | 20 May '45  |
| 2 Nov. '44 | 20 May '45  |
| Dec. '44   | 20 May '45  |
| Nov. '44   | 20 May '45  |
| Dec. '44   | 20 May '45  |

| UNIT     | DATE<br>ATTACHED | DATE<br>REMOVED | DATE<br>REMOVED<br>FROM AGENT |
|----------|------------------|-----------------|-------------------------------|
| 101. 101 | 11 Feb. '45      | 1. Mar. '45     | 21 May '45                    |
| 344. 101 |                  | 22 Nov. '44     | 20 May '45                    |
| 515. 101 | 15 Nov. '44      | 25 Dec. '44     | 20 May '45                    |
| 571. 101 | 15 Nov. '44      | 27 Dec. '44     | 22 Feb. '45                   |
| 441. 101 | 20 Dec. '44      | 22 Nov. '44     | 20 May '45                    |
| 417. 101 | 24 Dec. '44      |                 |                               |
| 69. 101  | 20 Mar. '45      | 15 Mar. '45     | 20 May '45                    |
| 101. 101 |                  | 15 May '45      | 20 May '45                    |
| 201. 101 |                  | 15 May '45      | 20 May '45                    |
| 111. 101 | 26 Oct. '44      | 22 Nov. '44     | 20 May '45                    |
| 102. 101 | 15 Nov. '44      | 29 Dec. '44     | 17 Apr. '45                   |
| 34. 101  | 15 Nov. '44      | 29 Dec. '44     | 20 May '45                    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

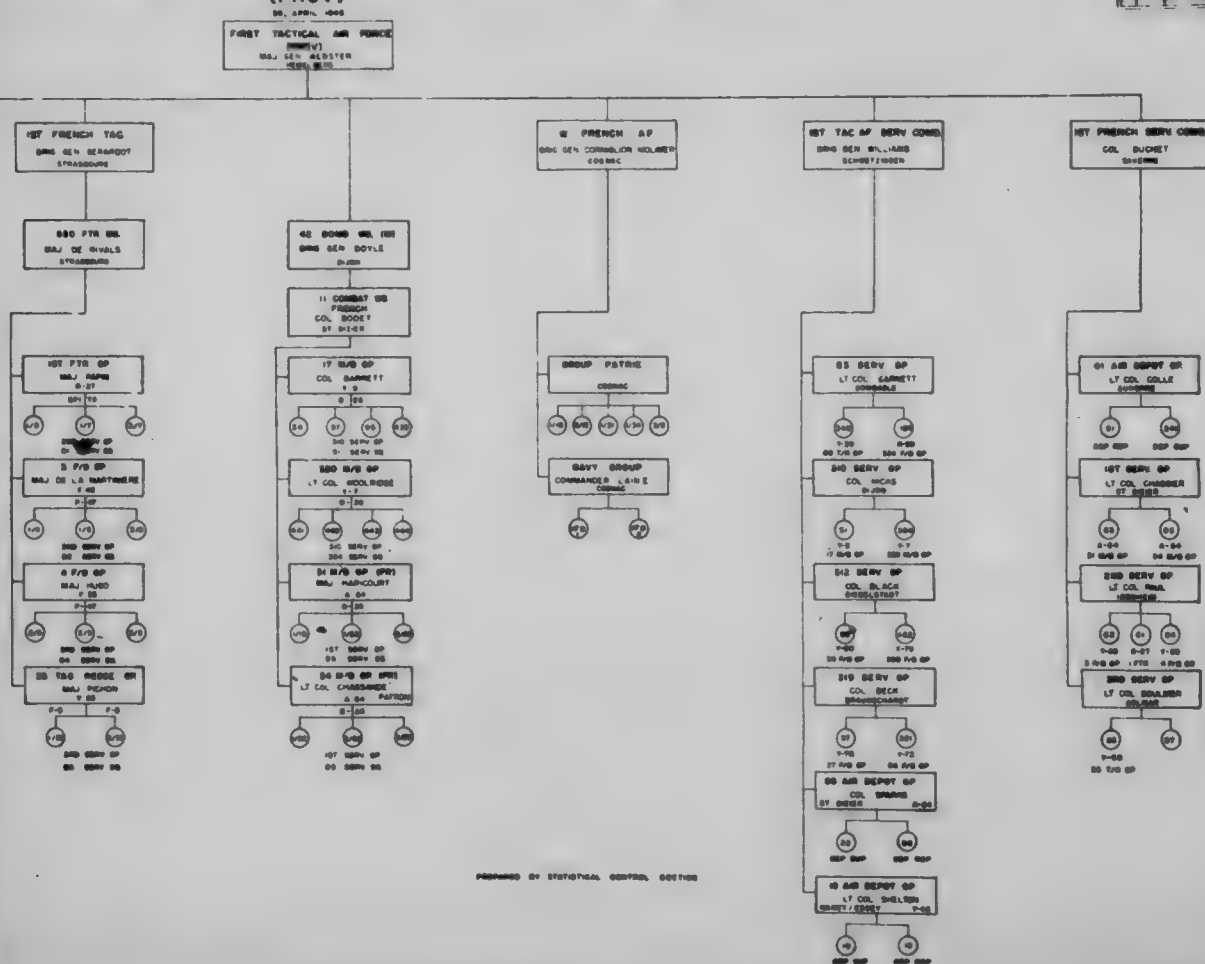


THIS PAGE IS UNCLASSIFIED

THIS  
P A

OFFICE OF THE  
SHERIFF

5.



FORWARDED BY NATIONAL ARCHIVES SECTION

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER OF KEY OFFICERS  
AS OF 31 JULY 1945

FIRST TROOP, 1. FORCE S. (1945)  
(1st Troop, 1st Force S.)

VICTOR, FRANCE

|                     |            |                       |
|---------------------|------------|-----------------------|
| Gordon P. Seville   | Brig Gen   | Commanding            |
| Ned Selwyn          | Brig Gen   | D/C for Ops           |
| Edmund C. Langford  | Brig Gen   | D/C for Admin         |
| C. E. Crawford      | Colonel    | Chief of Staff        |
| James S. Sherton    | Lt Colonel | Dir of Personnel      |
| Charles L. Young    | Colonel    | Dir of Intelligence   |
| Ralph E. Fisher     | Colonel    | Dir of Operations     |
| Thomas J. Bryan     | Colonel    | Adj Gen               |
| Houghton K. Hillock | Lt Colonel | Dir of A/S Const.     |
| Benjamin Stern      | Colonel    | Dir of Communications |
| Timothy McCoy       | Colonel    | Dir of Ground Air Com |
| D. H. Reeves        | Colonel    | Dir of Plans          |

FIRST TROOP, 1. FORCE S. (1945)

VICTOR, FRANCE

|                     |            |                       |
|---------------------|------------|-----------------------|
| Edmund C. Langford  | Brig Gen   | Commanding            |
| Mark Bradley        | Colonel    | Deputy Commander      |
| Malcolm D. Denchore | Lt Colonel | Executive Officer     |
| Thomas J. Bryan     | Colonel    | Adj Gen               |
| James S. Sherton    | Lt Colonel | Dir of Personnel      |
| John L. Reynolds    | Colonel    | Dir of Supply         |
| Harold E. Mason     | Colonel    | Dir of Maintenance    |
| L. B. Breckenridge  | Lt Colonel | Dir of Org & Movement |
| Hilbert H. Hunter   | Colonel    | Dir of Air Defense    |

III TROOP, 1. FORCE S.

VIETNAM, FRANCE

|                       |            |       |
|-----------------------|------------|-------|
| Glenn C. Marcus       | Brig Gen   | Comd  |
| John L. Norton        | Colonel    | Dep   |
| George L. Hart        | Colonel    | Chief |
| William H. Reese      | Major      | Adj   |
| Harold C. Underhill   | Lt Colonel | A-1   |
| Le Witt Cochrane, Jr. | Lt Colonel | A-2   |
| Dorr A. Norton        | Colonel    | A-3   |
| Fred D. Keith         | Major      | A-4   |

12th TROOP, 1. FORCE S.

VIETNAM, FRANCE

|                        |            |      |
|------------------------|------------|------|
| John L. Doyle          | Brig Gen   | Comd |
| Harold C. Smith        | Lt Colonel | Exec |
| Frederic J. Green, Jr. | Major      | Adj  |
| Agostino J. Brown      | Major      | A-1  |
| Frederic H. Sturges    | Major      | A-2  |
| Frank B. Chappell      | Lt Colonel | A-3  |
| Otis E. Merrill        | Major      | A-4  |

17th TROOP, 1. FORCE S.

VIETNAM, FRANCE

|                       |            |      |
|-----------------------|------------|------|
| Richard O. Harvill    | Colonel    | Comd |
| Edward J. Hopkins     | Lt Colonel | Exec |
| Joseph H. Witherspoon | Major      | Adj  |
| Joseph B. Bott        | 1st Lt.    | A-1  |
| Edward H. Burthardt   | Major      | A-2  |
| Ralph J. Childers     | Major      | A-3  |
| Goldron E. Bitney     | Captain    | A-4  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER OF KEY OFFICERS  
AS OF 31 JULY 1945

6.

(PROV)

III TROOP, 1st Cavalry

1st Troop, 1st Cavalry

|                       |                     |            |                           |
|-----------------------|---------------------|------------|---------------------------|
| Commanding            | Chas. C. Marcus     | Brig Gen   | Commanding                |
| D/C for Ops           | Dorr A. Norton      | Colonel    | Deputy Commander (acting) |
| D/C for Admin         | George L. Hart      | Colonel    | Chief of Staff            |
| Chief of Staff        | William E. Reese    | Major      | Adj Gen                   |
| Dir of Personnel      | Harold C. Underhill | Lt Colonel | A-1                       |
| Dir of Intelligence   | Lawitt Corning, Jr. | Lt Colonel | A-2                       |
| Dir of Operations     | Dorr A. Norton      | Colonel    | A-3                       |
| Adj Gen               | Fred D. Keith       | Major      | A-4                       |
| Dir of A/F Const.     |                     |            |                           |
| Dir of Communications |                     |            |                           |
| Dir of Ground Air Com |                     |            |                           |
| Dir of Plans          |                     |            |                           |

2nd Troop, 1st Cavalry

3rd Troop, 1st Cavalry

Command (PROV)

Commanding  
Deputy Commander  
Executive Officer  
Adj Gen  
Dir of Personnel  
Dir of Supply  
Dir of Maintenance  
Dir of Org & Movement  
Dir of Air Division

|                        |            |                   |
|------------------------|------------|-------------------|
| John J. Doyle          | Brig Gen   | Commanding        |
| Richard C. Smith       | Lt Colonel | Executive Officer |
| Frederic T. Green, Jr. | Major      | Adj Gen           |
| Raymond H. Brown       | Major      | A-1               |
| Frederic K. Stratton   | Major      | A-2               |
| Frank B. Chappell      | Lt Colonel | A-3               |
| Otis E. Merrill        | Major      | A-4               |

17th Air Support Group

1st Squadron, 17th ASG

|                       |            |                   |
|-----------------------|------------|-------------------|
| Richard O. Harrell    | Colonel    | Commanding        |
| Edward J. Hopkins     | Lt Colonel | Executive Officer |
| Joseph H. Witherspoon | Major      | Adjutant          |
| Joseph B. Bott        | 1st Lt.    | A-1               |
| Edward R. Burdhardt   | Major      | A-2               |
| Ralph J. Childers     | Major      | A-3               |
| Alldron E. Bitney     | Captain    | A-4               |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

7.

320TH BOMB GROUP

ROSTER AS OF 31 JANUARY 1945 (Cont.)

DESON, FRANCE

Ashley E. Coltrane  
James H. Klein  
James A. Edwards  
William Cook  
Herbert B. Cohen  
George C. Jung

|            |                   |
|------------|-------------------|
| Colonel    | Commanding        |
| Lt Colonel | Executive Officer |
| Major      | Adjutant G-1      |
| Major      | ..-2              |
| Major      | ..-3              |
| Major      | ..-4              |

Harvey L. Guse, Jr.  
John A. Barber  
John A. Benson  
Sherwin A. Ellis  
Lester L. Henson  
Lester L. Wilson

71ST FIGHTER WING

VIRGIL, FRANCE

Ned Schreier  
C. E. Crawford  
S. C. Doe  
S. V. Boykin  
L. H. Dutton  
P. P. Knoll  
R. L. Kollenschay

|            |                   |
|------------|-------------------|
| Brig Gen   | Commanding        |
| Colonel    | Executive Officer |
| Lt Colonel | ..-1              |
| Major      | ..-2              |
| Lt Colonel | ..-3              |
| Lt Colonel | ..-4              |
| Captain    | Adj Gen           |

Leonard C. Epton  
John A. Young  
Fred L. Woodson  
Henry A. Perry  
Lester L. Henson, Jr.  
Paul L. Brown

94TH FIGHTER WING

NUJEX, FRANCE

Nelson A. Jackson  
William C. McIntire  
Francis T. Butler  
Frank S. Swain  
Alfred Hartland  
Gail L. Stubbs  
Amos P. Riha

|            |                   |
|------------|-------------------|
| Colonel    | Commanding        |
| Lt Colonel | Executive Officer |
| Major      | Adj Gen           |
| Major      | ..-1              |
| Major      | ..-2              |
| Lt Colonel | ..-3              |
| Lt Colonel | ..-4              |

James L. Tipton  
Charles L. Hartwick  
Ray C. Hill  
Joseph L. Lawton  
John A. Tyler  
Alphon M. Studley

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER AS OF 31 JANUARY 1945 (Cont.)

50TH LIGHT INFANTRY

OFFICERS, INFANTRY

|                   |                     |             |                   |
|-------------------|---------------------|-------------|-------------------|
| Commanding        | Harold L. Gage, Jr. | 1st Colonel | Commanding        |
| Executive Officer | John A. Barber      | Major       | Executive Officer |
| Adjutant & A-1    | John A. Benson      | Captain     | A-1               |
|                   | William A. Smith    | Major       | A-2               |
|                   | Robert A. Thompson  | Major       | A-3               |
|                   | William H. Wilson   | Major       | A-4               |

350TH LIGHT INFANTRY

OFFICERS, INFANTRY

|                   |                      |             |                   |
|-------------------|----------------------|-------------|-------------------|
| Commanding        | Richard C. Lydon     | Colonel     | Commanding        |
| Executive Officer | John A. Young        | 1st Colonel | Executive Officer |
|                   | Robert A. Woodson    | Major       | A-1               |
|                   | Henry A. Perry       | Major       | A-2               |
|                   | Lester L. Hulse, Jr. | 1st Colonel | A-3               |
|                   | Paul A. Brown        | Major       | A-4               |

350TH LIGHT INFANTRY

OFFICERS, INFANTRY

|                   |                       |             |                   |
|-------------------|-----------------------|-------------|-------------------|
| Commanding        | James D. Tipton       | Colonel     | Commanding        |
| Executive Officer | Frederick A. Hartwick | 1st Colonel | Executive Officer |
| Adjutant & A-1    | Raymond Hill          | Major       | Adjutant & A-1    |
|                   | Joseph A. Lorton      | Major       | A-2               |
|                   | John A. Tyler         | Major       | A-3               |
|                   | Alfred H. Studley     | Major       | A-4               |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER AS OF 31 JANUARY 1945 (Cont.)

371ST FIGHTER GROUP

RECONVILLE, FRANCE

|                    |          |                   |
|--------------------|----------|-------------------|
| Bingham Kline      | Colonel  | Commanding        |
| Frank P. Duggan    | Lt. Col. | Executive Officer |
| Douglas P. Hughes  | Major    | Adj Gen           |
| Robert L. Hand     | Major    | --1               |
| Charles Kaplan     | Captain  | --2               |
| Richard P. Schill  | Major    | --3               |
| Norman T. Bierbaum | Major    | --4               |

111TH TACTICAL RECONNAISSANCE

SELOT, FRANCE

|                     |         |
|---------------------|---------|
| Luther W. Anderson  | Major   |
| John A. Lutz        | Captain |
| Victor I. Gaudier   | Captain |
| Paul C. Hovey       | Captain |
| James A. Harris Jr. | 1st Lt. |
| Arnold J. Reiser    | 1st Lt. |

415TH NIGHT FIGHTER SQUADRON

OCHEN, FRANCE

|                        |         |                   |
|------------------------|---------|-------------------|
| Harold A. Haysparger   | Major   | Commanding        |
| James B. Dammitt       | Major   | Executive Officer |
| Norman A. Baylis       | Captain | --1               |
| Frederick B. Kingsford | Captain | --2               |
| John H. Freshel        | 1st Lt. | --2 (Asst)        |
| Charles F. Horne       | Captain | --3               |
| Richard H. Hanson      | 1st Lt. | --4               |

162ND TACTICAL RECONNAISSANCE

SELOT, FRANCE

|                     |         |
|---------------------|---------|
| Robert S. Gure      | Major   |
| Richard L. Macfie   | Captain |
| Harold J. Parsons   | Captain |
| William L. Williams | Major   |
| Irving R. Reichert  | 1st Lt. |

34TH PHOTO RECONNAISSANCE SQUADRON

SELOT, FRANCE

|                      |         |                   |
|----------------------|---------|-------------------|
| Robert E. Jarrell    | Major   | Commanding        |
| Charles H. Lantornen | Captain | Executive Officer |
| Thomas A. Gutherie   | Captain | --1               |
| Franklin R. DeMoney  | Captain | --2               |
| James I. Proites     | Major   | --3               |
| Charles H. Lantornen | Captain | --4               |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C

ROSTER AS OF 31 JANUARY 1945 (Cont.)

8.

11TH TACTICAL BOMBARDMENT SQUADRON

ENLIST, FRANCE

Commanding  
Executive Officer  
Person

|                      |         |                   |
|----------------------|---------|-------------------|
| Luther W. Anderson   | Major   | Commanding        |
| John A. Katz         | Captain | Executive Officer |
| Victor I. Gendler    | Captain | A-3               |
| Frederic J. Bessy    | Captain | A-2               |
| James J. Harris, Jr. | 1st Lt. | A-1               |
| Francis J. Reiser    | 1st Lt. | A-4               |

162D TACTICAL BOMBARDMENT SQUADRON

ENLIST, FRANCE

Commanding  
Executive Officer  
Person  
(last)

|                     |         |            |
|---------------------|---------|------------|
| Robert S. Fink      | Major   | Commanding |
| Richard E. Macle    | Captain | A-1        |
| Harold J. Parsons   | Captain | A-2        |
| William I. Williams | Major   | A-3        |
| Irving C. Reichert  | 1st Lt. | A-4        |

ON

Commanding  
Executive Officer

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

9.

ROSTER OF THE OFFICERS  
AS OF 30 April 1947

WHITE PACTICIA, ALABAMA (MOV)  
(City of Pictoria, Ala.)  
HUNDELMAN, G. B. (MIA)

XII. LACONIA, N.H. CO  
JAN. 1947, G. B.

|                     |               |                  |
|---------------------|---------------|------------------|
| Robert H. Webster   | Brig. General | Commanding       |
| Ed Schramm          | Brig. General | D/CG for Ops     |
| Edmund C. Langford  | Brig. General | D/CG for Ad. In. |
| Clarence F. Trunzio | Colonel       | Chief of Staff   |
| James S. Whelan     | Lt Colonel    | --1              |
| Charles A. Young    | Colonel       | --2              |
| Ralph B. Fisher     | Colonel       | --3              |
| Frederick P. Howell | Lt Colonel    | --4              |
| Thomas J. Brown     | Colonel       | Adjutant General |

|                  |               |
|------------------|---------------|
| John C. Thomas   | Brig. General |
| Don L. Brown     | Colonel       |
| George E. Hart   | Colonel       |
| William E. G. G. | Major         |
| Harold E. Fisher | Lt Colonel    |
| Lawrence G. G.   | Lt Colonel    |
| John H. G.       | Colonel       |
| Frederick D. G.  | Major         |

FIRST AIR FORCE SERVICE COMMAND (MOV)

17th BOMB GROUP

SCHMETZLIGEN, GERMANY

DIJO, FRANCE

|                     |               |                             |
|---------------------|---------------|-----------------------------|
| John C. Williams    | Brig. General | Commanding                  |
| Wycliffe E. Steele  | Colonel       | Deputy Commander            |
| John L. Reynolds    | Colonel       | Air Corps Supply Officer    |
| Kinch P.H. Townsend | Lt. Colonel   | Director of Personnel       |
| Harold E. G.        | Colonel       | Director of Maintenance     |
| Wycliffe E. Steele  | Colonel       | Director of Supply          |
| Lawrence B. G.      | Colonel       | Dir of Plans, Orgn. & Trng. |
| Malcolm D. G.       | Lt Colonel    | Dir of Adm. Services        |
| Neal H. G.          | Lt Colonel    | Adjutant General            |
| William H. G.       | Colonel       | Dir of French Advisory Div. |

|                     |               |
|---------------------|---------------|
| John F. G.          | Brig. General |
| Harold C. Smith     | Lt Colonel    |
| Frederick J. G.     | Major         |
| Randolph E. G.      | Major         |
| Gardner H. Stratton | Major         |
| Frank B. Chappell   | Lt Colonel    |
| Lyman C. Callahan   | Lt Colonel    |

17TH BOMB GROUP

DIJO/AMBIEN, FRANCE

|                       |            |
|-----------------------|------------|
| Wallace C. Barrett    | Colonel    |
| Edward J. Hopkins     | Lt Colonel |
| Joseph H. Witherspoon | Major      |
| Joseph B. Bott        | Captain    |
| James W. McCullough   | Captain    |
| Robert B. Hughes      | Lt Colonel |
| Charles V. Stainer    | Captain    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER OF THE OFFICERS  
AS OF 30 APRIL 1945

XII. 10TH AIR CORPS

HEADQUARTERS, 10TH AIR CORPS

|         |                     |               |                           |
|---------|---------------------|---------------|---------------------------|
| General | Glenn C. Parsons    | Brig. General | Commanding                |
| Ops     | Donner H. Patton    | Colonel       | Deputy Commander (Acting) |
| Admin.  | George D. Hart      | Colonel       | Chief of Staff            |
| Staff   | William H. H. H. H. | Major         | Adjutant General          |
|         | Harold E. Hader     | 1st Colonel   | --1                       |
|         | Leavett C. Hader    | 1st Colonel   | --2                       |
|         | Earl H. Hader       | Colonel       | --3                       |
|         | Fred D. Hader       | Major         | --4                       |

42ND AIR BOMB GROUP

HEADQUARTERS, 42ND AIR BOMB GROUP

|                     |                     |               |                   |
|---------------------|---------------------|---------------|-------------------|
| Commander           | John W. Doyle       | Brig. General | Commanding        |
| Supply Officer      | Harold C. Smith     | 1st Colonel   | Executive Officer |
| of Personnel        | Frederick J. Smith  | Major         | Adjutant General  |
| of Maintenance      | Harold C. Smith     | Major         | --1               |
| of Supply           | Gardner H. Stratton | Major         | --2               |
| Ins., Orgn. & Trng. | Frank S. Chappell   | 1st Colonel   | --3               |
| Admin. Services     | Ignace C. Callahan  | 1st Colonel   | --4               |
| General             |                     |               |                   |
| Ench. Advisory Div. |                     |               |                   |

17TH AIR BOMB GROUP

HEADQUARTERS, 17TH AIR BOMB GROUP

|  |                       |             |                   |
|--|-----------------------|-------------|-------------------|
|  | Jallace C. Barrott    | Colonel     | Commanding        |
|  | Edward J. Hopkins     | 1st Colonel | Executive Officer |
|  | Joseph H. Witherspoon | Major       | Adjutant          |
|  | Joseph B. Batt        | Captain     | --1               |
|  | James M. McCullough   | Captain     | --2               |
|  | Robert B. Hughes      | 1st Colonel | --3               |
|  | Charles V. Stainer    | Captain     | --4               |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER AS OF 30 APRIL 1945 (Cont.)

30TH BOLF GROUP

BOLE/THUNDER, ALPINE

|                      |            |                   |
|----------------------|------------|-------------------|
| Ashley E. Coolbridge | Colonel    | Commanding        |
| James H. Klein       | Lt Colonel | Executive Officer |
| James A. Edwards     | Major      | Adjutant          |
| James A. Edwards     | Major      | -1                |
| William C. Coe       | Major      | -2                |
| Herbert E. Cohen     | Major      | -3                |
| George C. Jones      | Major      | -4                |

27TH FIGHTING

WOLFE, ALPINE

|                      |            |
|----------------------|------------|
| William H. Hitt      | Colonel    |
| John O. Johnson, Jr. | Lt Colonel |
| John O. Johnson      | Major      |
| Orville L. Johnson   | Major      |
| Joseph Johnson       | Major      |
| John C. Hill         | Captain    |

71ST FIGHTING WING

HELMESBERG, ALPINE

|                        |               |                   |
|------------------------|---------------|-------------------|
| Ned Schreier           | Brig. General | Commanding        |
| Clarence E. Crawford   | Colonel       | Executive Officer |
| Sanford A. Dye         | Lt Colonel    | -1                |
| S. V. Boykin           | Major         | -2                |
| Albert H. Matten       | Lt Colonel    | -3                |
| Frederick P. Knoll     | Lt Colonel    | -4                |
| Robert A. Kolbenschlag | Captain       | Adjutant General  |

24TH FIGHTING

GLIMMERSTADT, ALPINE

|                   |         |
|-------------------|---------|
| Harvey L. Case    | Colonel |
| John H. Barber    | Major   |
| John H. Barber    | Major   |
| Sheldon L. Hiles  | Major   |
| John H. Hinnegan  | Major   |
| Kenneth E. Wilson | Major   |

4TH FIGHTING WING

EDMONTON, ALPINE

|                     |            |                   |
|---------------------|------------|-------------------|
| Nelson P. Jackson   | Colonel    | Commanding        |
| William E. McIntyre | Lt Colonel | Executive Officer |
| Francis T. Butler   | Major      | Adjutant General  |
| Frank S. Stein      | Major      | -1                |
| Wilfred Martland    | Major      | -2                |
| Gale L. Stubbs      | Lt Colonel | -3                |
| Julius Goldstein    | Major      | -4                |

36TH FIGHTING

ALPINE DISTRICT

|                     |            |
|---------------------|------------|
| George J. Lee       | Lt Colonel |
| James A. Thomas     | Lt Colonel |
| John C. Thomas      | Major      |
| Paul E. Versoput    | Major      |
| Richard Taylor      | Major      |
| Julius D. Robertson | Captain    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER AS OF 30 APRIL 1944 (Cont.)

10.

27TH INFANTRY GROUP

COMPANY, INFANTRY

|                   |                   |         |                   |
|-------------------|-------------------|---------|-------------------|
| Commanding        | William H. Tait   | Colonel | Commanding        |
| Executive Officer | W. C. Thomas, Jr. | Major   | Executive Officer |
| Adjutant          | W. C. Thomas      | Major   | --1               |
| 1                 | Orin A. ...       | Major   | --2               |
| 2                 | Joseph ...        | Major   | --3               |
| 3                 | John C. ...       | Captain | --4               |
| 4                 |                   |         |                   |

28TH INFANTRY GROUP

COMPANY, INFANTRY

|                   |                |         |                   |
|-------------------|----------------|---------|-------------------|
| Commanding        | Harvey E. Case | Colonel | Commanding        |
| Executive Officer | John A. ...    | Major   | Executive Officer |
| 1                 | John A. ...    | Major   | --1               |
| 2                 | William A. ... | Major   | --2               |
| 3                 | John A. ...    | Major   | --3               |
| 4                 | Kenneth E. ... | Major   | --4               |
| Adjutant General  |                |         |                   |

36TH INFANTRY GROUP

COMPANY, INFANTRY

|                   |                     |         |                   |
|-------------------|---------------------|---------|-------------------|
| Commanding        | George A. Lee       | Major   | Commanding        |
| Executive Officer | James A. Thomas     | Major   | Executive Officer |
| Adjutant General  | Forrest C. ...      | Major   | --1               |
| 1                 | Paul E. Versoput    | Major   | --2               |
| 2                 | Richard Taylor      | Major   | --3               |
| 3                 | Julius D. Robertson | Captain | --4               |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

11.

ROSTER AS OF 30 APRIL 1945 (Cont.)

324TH NIGHT FIGHTER GROUP

INDEPENDENCE, GERMANY

|                    |             |                   |
|--------------------|-------------|-------------------|
| Leonard C. Lydon   | Colonel     | Commanding        |
| John R. Young      | Lt. Colonel | Executive Officer |
| Fred P. Woodson    | Major       | A-1               |
| Henry A. Curry     | Major       | A-2               |
| Edward L. Spillers | Lt Colonel  | A-3               |
| Robert E. Porter   | Major       | A-4               |

358TH NIGHT FIGHTER GROUP

SEASIDE, GERMANY

|                      |            |                   |
|----------------------|------------|-------------------|
| James B. Tipton      | Colonel    | Commanding        |
| Thaddeus L. Barthick | Lt Colonel | Executive Officer |
| Harvey Hall          | Major      | A-1               |
| Joseph L. Lawton     | Major      | A-2               |
| Joe W. Tyler         | Major      | A-3               |
| Ralph L. Studley     | Major      | A-4               |

415TH NIGHT FIGHTER SQUADRON

BRUNNENHOF, GERMANY

|                       |         |                   |
|-----------------------|---------|-------------------|
| Harold F. Augerburger | Major   | Commanding        |
| James B. Dennett      | Major   | Executive Officer |
| Norman M. Bryllo      | Captain | A-1               |
| Frederick B. Wingald  | Captain | A-2               |
| John H. Marshall      | 1st Lt. | A-2               |
| Charles F. Horne      | Major   | A-3               |
| Richard H. Dawson     | 1st Lt. | A-4               |

417TH NIGHT FIGHTER GROUP

GERMANY

|                   |         |
|-------------------|---------|
| William A. Larson | Major   |
| George L. Gagner  | Major   |
| W. D. Brown       | 1st Lt. |
| Robert Hardin     | 1st Lt. |
| C. Richard McCoy  | Major   |
| W. H. Johnson     | 1st Lt. |

69TH FIGHTER SQUADRON

GERMANY

|                  |         |
|------------------|---------|
| John H. Shields  | Colonel |
| Arthur Vito      | Lt Col. |
| Robert S. Morgan | Major   |
| John H. Gagne    | Major   |
| James H. Sadler  | Major   |
| Charles L. Drell | Capt.   |

10TH FIGHTER SQUADRON

|                     |         |
|---------------------|---------|
| James W. Danner     | Major   |
| Robert S. Henderson | Capt.   |
| Richard L. Kinsaid  | 1st Lt. |
| Louise L. Mansfield | Capt.   |
| Andrew C. Schreier  | 2nd Lt. |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ROSTER AS OF 30 APRIL 1945 (Cont.)

417TH NIGHT ENGINE SQUADRON

GREENSBORO, N.C.

|                   |                    |         |                   |
|-------------------|--------------------|---------|-------------------|
| Commanding        | William A. Larson  | Major   | Commanding        |
| Executive Officer | George L. Sawyer   | Major   | Executive Officer |
| A-1               | W. L. Brown        | 1st Lt. | A-1               |
| A-2               | Harold Martin      | 1st Lt. | A-2               |
| A-3               | C. Edward Cook     | Major   | A-3               |
| A-4               | 1st Lt. L. Johnson | 1st Lt. | A-4               |

69TH ELECTRIC ENGINE ASSAULT GROUP

WHEELING, MONTGOMERY

|                   |                  |            |                   |
|-------------------|------------------|------------|-------------------|
| Commanding        | John E. Shields  | Colonel    | Commanding        |
| Executive Officer | Arthur L. Lite   | Lt Colonel | Executive Officer |
| A-1               | Robert S. Morgan | Major      | A-1               |
| A-2               | John E. Ogden    | Major      | A-2               |
| A-3               | Wesley P. Seales | Major      | A-3               |
| A-4               | Charles L. Leall | Captain    | A-4               |

10TH TANK & RECONnaissance SQUADRON

|                   |                      |         |            |
|-------------------|----------------------|---------|------------|
| Commanding        | James W. Barber      | Major   | Commanding |
| Executive Officer | Robert E. Henderson  | Captain | A-1        |
| A-1               | Richard A. Kuchinski | 1st Lt. | A-2        |
| A-2               | Louise A. Kinsale    | Captain | A-3        |
| A-3               | Andrew C. Schreier   | 2nd Lt. | A-4        |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ROSTER AS OF 30 APRIL 1945 (Cont.)

22ND TACTICAL RECONNAISSANCE SQUADRON

11TH T.C.

RECONNAISSANCE, GERMANY

|                      |         |            |                   |
|----------------------|---------|------------|-------------------|
| Vincent James Grazen | Major   | Commanding | Luther . . . . .  |
| Jared W. Hammond     | Captain | Executive  | John A. Lutz      |
| Richard H. Barnett   | 2nd Lt. | A-1        | Albur . . . . .   |
| Marlin G. Balch      | 1st Lt. | A-2        | Fred G. Torsy     |
| Edwin W. Hughes      | Captain | A-3        | James . . . . .   |
| Walter J. Shiba      | 2nd Lt. | A-4        | Frances J. Kaiser |

34TH TACTICAL RECONNAISSANCE SQUADRON

RECONNAISSANCE, GERMANY

|                       |             |                   |
|-----------------------|-------------|-------------------|
| W. Donn Hagen, Jr.    | Lt. Colonel | Commanding        |
| Charles H. Lantierman | Captain     | Executive Officer |
| Thomas A. Gathierie   | Captain     | A-1               |
| Franklin A. Dehoney   | Captain     | A-2               |
| James . . . . .       | Major       | A-3               |
| Charles H. Lantierman | Captain     | A-4               |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G

ROSTER AS OF 30 APRIL 1945 (Cont.)

12.

11TH SQUADRON

11TH T. OFFICE, RECONNAISSANCE SQUADRON

11TH

RECONNAISSANCE, GROUND

Commanding  
Executive

A-1  
A-2  
A-3  
A-4

Luther A. Anderson  
John A. Lutz  
Wilbur A. Byerscott  
Fred B. Torrey  
James A. Davis, Jr  
Francis J. Reiser

M. Colonel  
Major  
Captain  
Captain  
1st Lt.  
1st Lt.

Commanding  
Executive Officer

A-3  
A-2  
A-1  
A-4

11TH

1

Commanding  
Executive Officer

A-1  
A-2  
A-3  
A-4

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

13.

PERSONNEL STRENGTH

30 NOVEMBER 1944\*

| ORGANIZATION       | OFFICERS |        | ENLISTED MEN |        | TOTAL |        |
|--------------------|----------|--------|--------------|--------|-------|--------|
|                    | MAJ.     | ASG.D. | MAJ.         | ASG.D. | MAJ.  | ASG.D. |
| Headquarters       | 299      | 236    | 3127         | 3371   | 3426  | 3607   |
| 42nd Bomb Wing     | 330      | 303    | 2573         | 3032   | 2903  | 3335   |
| XII T.C.           | 1313     | 1327   | 3924         | 3530   | 10277 | 9157   |
| 1st T.F. Ser. Cdr. | 219      | 210    | 3270         | 3152   | 3487  | 3362   |
| TOTAL 1st T.F.     | 2701     | 2626   | 13437        | 13205  | 21138 | 20331  |

31 NOVEMBER

| OFFICERS |        | ENLISTED MEN |        |
|----------|--------|--------------|--------|
| MAJ.     | ASG.D. | MAJ.         | ASG.D. |
| 299      | 236    | 3127         | 3371   |
| 330      | 303    | 2573         | 3032   |
| 1313     | 1327   | 3924         | 3530   |
| 219      | 210    | 3270         | 3152   |
| 2706     | 2717   | 13690        |        |

31 JANUARY 1945

| ORGANIZATION       | OFFICERS |        | ENLISTED MEN |        | TOTAL |        |
|--------------------|----------|--------|--------------|--------|-------|--------|
|                    | MAJ.     | ASG.D. | MAJ.         | ASG.D. | MAJ.  | ASG.D. |
| Headquarters       | 274      | 367    | 3389         | 3493   | 4155  | 4260   |
| 42nd Bomb Wing     | 332      | 770    | 2050         | 3104   | 3690  | 3872   |
| XII T.C.           | 1420     | 1377   | 9039         | 3617   | 12467 | 10114  |
| 1st T.F. Ser. Cdr. | 222      | 222    | 3273         | 3140   | 3590  | 3370   |
| TOTAL 1st T.F.     | 2758     | 2734   | 19034        | 13950  | 21790 | 21702  |

20 FEBRUARY

| OFFICERS |        | ENLISTED MEN |        |
|----------|--------|--------------|--------|
| MAJ.     | ASG.D. | MAJ.         | ASG.D. |
| 274      | 367    | 3389         | 3493   |
| 332      | 770    | 2050         | 3104   |
| 1420     | 1377   | 9039         | 3617   |
| 222      | 222    | 3273         | 3140   |
| 3135     | 3247   | 21990        |        |

31 MARCH 1945

| ORGANIZATION       | OFFICERS |        | ENLISTED MEN |        | TOTAL |        |
|--------------------|----------|--------|--------------|--------|-------|--------|
|                    | MAJ.     | ASG.D. | MAJ.         | ASG.D. | MAJ.  | ASG.D. |
| Headquarters       | 330      | 403    | 3330         | 3209   | 3724  | 3612   |
| 42nd Bomb Wing     | 332      | 917    | 2350         | 3270   | 3690  | 4177   |
| XII T.C.           | 1702     | 1734   | 10600        | 10110  | 12390 | 11394  |
| 1st T.F. Ser. Cdr. | 503      | 470    | 3300         | 7333   | 3814  | 3373   |
| TOTAL 1st T.F.     | 3460     | 3574   | 25153        | 24430  | 23610 | 23054  |

30 APRIL 1945

| OFFICERS |        | ENLISTED MEN |        |
|----------|--------|--------------|--------|
| MAJ.     | ASG.D. | MAJ.         | ASG.D. |
| 330      | 403    | 3330         | 3209   |
| 332      | 917    | 2350         | 3270   |
| 1702     | 1734   | 10600        | 10110  |
| 507      | 470    | 3312         |        |
| 3447     | 3621   | 25357        |        |

15 MAY 1945

| ORGANIZATION       | OFFICERS |        | ENLISTED MEN |        | TOTAL |        |
|--------------------|----------|--------|--------------|--------|-------|--------|
|                    | MAJ.     | ASG.D. | MAJ.         | ASG.D. | MAJ.  | ASG.D. |
| Headquarters       | 357      | 466    | 3673         | 4043   | 4030  | 4514   |
| 42nd Bomb Wing     | 330      | 331    | 2972         | 3170   | 3303  | 4057   |
| XII T.C.           | 1743     | 1309   | 10464        | 10100  | 12212 | 11997  |
| 1st T.F. Ser. Cdr. | 555      | 472    | 3050         | 3002   | 3611  | 3474   |
| TOTAL 1st T.F.     | 3496     | 3628   | 26155        | 25414  | 29661 | 29042  |

NOTE:  
\*Includes Ninth Air  
Force (Prov.)

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
P

PERSONNEL STRENGTH

1944\*

| D. | ACTIVED MEN |       | TOTAL |       |
|----|-------------|-------|-------|-------|
|    | ACT.        | DEAD. | ACT.  | DEAD. |
| 26 | 3427        | 3371  | 3726  | 3343  |
| 03 | 2553        | 3052  | 3536  | 3333  |
| 27 | 3924        | 3630  | 10277 | 9457  |
| 10 | 3273        | 3159  | 3497  | 339   |
| 23 | 13437       | 13205 | 21133 | 20331 |

31 JANUARY 1944

| ACTIVED |       | ACTIVED MEN |       | TOTAL |       |
|---------|-------|-------------|-------|-------|-------|
| ACT.    | DEAD. | ACT.        | DEAD. | ACT.  | DEAD. |
| 235     | 232   | 3430        | 3433  | 3430  | 3432  |
| 325     | 77    | 255         | 3073  | 544   | 3054  |
| 142     | 1395  | 9124        | 6617  | 10440 | 10210 |
| 212     | 212   | 3273        | 3124  | 3407  | 343   |
| 2705    | 2717  | 13690       | 10452 | 21390 | 21169 |

1945

| D. | ACTIVED MEN |       | TOTAL |       |
|----|-------------|-------|-------|-------|
|    | ACT.        | DEAD. | ACT.  | DEAD. |
| 27 | 3359        | 3399  | 4135  | 4203  |
| 27 | 2650        | 3124  | 3590  | 3042  |
| 27 | 9039        | 3017  | 10467 | 10134 |
| 22 | 3273        | 3143  | 3500  | 3370  |
| 4  | 19034       | 13958 | 21790 | 21702 |

20 FEBRUARY 1945

| ACTIVED |       | ACTIVED MEN |       | TOTAL |       |
|---------|-------|-------------|-------|-------|-------|
| ACT.    | DEAD. | ACT.        | DEAD. | ACT.  | DEAD. |
| 343     | 335   | 7745        | 7700  | 3536  | 3433  |
| 332     | 330   | 2550        | 3222  | 3690  | 4112  |
| 1247    | 1255  | 3355        | 3045  | 9602  | 9301  |
| 215     | 215   | 3045        | 2931  | 3255  | 3247  |
| 3255    | 3247  | 21990       | 21790 | 25133 | 25043 |

45

| D. | ACTIVED MEN |       | TOTAL |       |
|----|-------------|-------|-------|-------|
|    | ACT.        | DEAD. | ACT.  | DEAD. |
| 3  | 3335        | 3209  | 3724  | 3612  |
| 7  | 2853        | 3278  | 3490  | 3412  |
| 4  | 10603       | 10110 | 12390 | 11494 |
| 0  | 3305        | 7833  | 3314  | 333   |
| 4  | 25153       | 24430 | 23618 | 23734 |

30 APRIL 1945

| ACTIVED |       | ACTIVED MEN |       | TOTAL |       |
|---------|-------|-------------|-------|-------|-------|
| ACT.    | DEAD. | ACT.        | DEAD. | ACT.  | DEAD. |
| 300     | 449   | 3053        | 3613  | 4213  | 4267  |
| 332     | 243   | 2550        | 3351  | 3690  | 4234  |
| 1745    | 1753  | 10464       | 10071 | 12212 | 11324 |
| 507     | 475   | 3212        | 7699  | 3719  | 6175  |
| 3447    | 3521  | 25357       | 24939 | 2834  | 25500 |

| D. | ACTIVED MEN |       | TOTAL |       |
|----|-------------|-------|-------|-------|
|    | ACT.        | DEAD. | ACT.  | DEAD. |
| 3  | 3673        | 4043  | 4030  | 4514  |
| 7  | 2972        | 3176  | 3303  | 4037  |
| 4  | 10454       | 10183 | 12212 | 11997 |
| 0  | 9056        | 3002  | 9611  | 9474  |
| 4  | 26165       | 25414 | 29661 | 29042 |

NOTE:

\*Includes Ninth Air Force Units attached and subsequently assigned to First Tactical Air Force (Prov).

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

41.

ISRAELI ARMY GROUND ORDNANCE

| ITEM                       | 1944 |      | 1945  |      | 1946  |      | 1947  |      | 1948  |      | 1949  |      |
|----------------------------|------|------|-------|------|-------|------|-------|------|-------|------|-------|------|
|                            | QTY. | VAL. | QTY.  | VAL. | QTY.  | VAL. | QTY.  | VAL. | QTY.  | VAL. | QTY.  | VAL. |
| <b>ARMED FORCES</b>        |      |      |       |      |       |      |       |      |       |      |       |      |
| Locomotives                | 30   | 14   | 11    | 10   | 10    | 10   | 10    | 10   | 10    | 10   | 10    | 52   |
| Railroad Cars              | 330  | 115  | 1,161 | 37.3 | 1,161 | 11.3 | 1,161 | 11.3 | 1,161 | 11.3 | 1,161 | 424  |
| Rail Cars                  | 30   |      | 161   |      | 161   |      | 161   |      | 161   |      | 161   |      |
| Railroad Trucks            |      |      | 4     | 3    |       |      |       |      |       |      |       |      |
| Motor Transport            | 340  | 190  | 14    | 301  | 351   | 400  | 70    | 110  | 100   | 60   | 3012  | 209  |
| Motor Transport Vch.       | 77   | 11   | 6     | 1    |       |      | 14    | 60   | 100   | 170  | 100   | 27   |
| Horses Killed              | 14   |      |       |      | 40    |      |       |      | 2     |      |       |      |
| Road Trucks                | 4    |      | 10    |      | 40    |      | 63    |      | 150   |      | 40    |      |
| Bridges                    | 1    | 13   | 3     | 10   | 5     | 12   | 20    | 22   | 12    | 40   | 0     |      |
| Tunnels                    |      |      |       |      |       |      | 0     | 24   | 1     | 8    | 1     |      |
| Turbines                   |      |      | 0     | 2    |       |      |       |      | 1     | 2    |       |      |
| Barges                     | 10   | 19   | 2     | 20   | 11    | 9    | 2     | 24   | 55    | 100  | 2     | 1    |
| pontoons                   |      |      |       |      |       |      |       |      | 7     | 0    |       |      |
| <b>ISRAELI ARMY - 1948</b> |      |      |       |      |       |      |       |      |       |      |       |      |
| Armored Cars Vch.          | 5    | 5    | 0     | 7    | 5     | 2    | 16    | 20   | 57    | 69   | 10    | 6    |
| Trucks                     | 22   | 0    | 3     | 1    | 32    | 67   | 11    | 23   | 113   | 100  | 17    | 9    |
| Engines                    | 0    | 2    | 0     | 7    |       |      |       |      | 5     | 1    | 3     |      |
| Dies                       | 1    | 0    | 6     | 0    | 0     | 4    | 0     | 30   | 19    | 10   | 10    |      |
| Oil & Gas Tanks            |      |      |       |      | 2     | 0    | 1     | 0    | 2     | 0    |       |      |
| Gun Positions              | 52   | 27   | 20    | 36   | 5     | 23   | 50    | 113  | 113   | 210  | 124   | 13   |
| Savage Batteries           |      |      |       |      |       |      | 5     | 0    |       |      |       |      |
| Troops Killed              | 4    |      | 30    |      | 102   |      | 20    |      | 153   |      | 361   |      |
| <b>ISRAELI ARMY - 1949</b> |      |      |       |      |       |      |       |      |       |      |       |      |
| Factories                  | 3    | 10   | 2     | 0    |       |      |       |      | 0     | 3    |       |      |
| Warehouses                 |      |      | 2     | 0    |       |      |       |      |       |      |       |      |
| Buildings                  | 124  | 53   | 440   | 206  | 799   | 325  | 1243  | 597  | 2133  | 936  | 3715  | 204  |
| Dies                       |      |      | 0     | 1    |       |      |       |      |       |      |       |      |
| Radio Stations             | 1    | 0    |       |      |       |      |       |      |       |      |       |      |
| Towers                     | 1    | 0    | 2     | 1    |       |      |       |      | 1     | 4    | 0     |      |

THIS PAGE IS UNCLASSIFIED



ISOLATION OF GROSS CHAIN

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

GROUND CREW - AIRCRAFT  
-47

| AIRCRAFT<br>MODEL | DET. |      |      | SQU. |      |      | SQU. |      |      | SQU. |      |      | SQU. |      |      |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
|                   | DET. | SQU. | IND. | DET. | SQU. | IND. | DET. | SQU. | IND. | DET. | SQU. | IND. | DET. | SQU. | IND. |
| AE 189            |      |      |      | 0    | 0    | 1    |      |      |      |      |      | 4    | 102  | 0    |      |
| AE 190            |      |      |      | 1    | 0    | 0    |      |      |      |      |      | 10   | 0    | 1    |      |
| AE 191            |      |      |      |      |      |      |      |      |      |      |      | 1    | 12   | 0    |      |
| AE 192            |      |      |      |      |      |      |      |      |      |      |      | 3    | 0    | 0    |      |
| AE 210            |      |      |      |      |      |      |      |      |      |      |      |      | 11   | 0    |      |
| AE 262            |      |      |      |      |      |      |      |      |      |      |      | 1    | 30   | 0    |      |
| AE 410            |      |      |      |      |      |      |      |      |      |      |      |      | 0    | 0    |      |
| AE 12             |      |      |      |      |      |      |      |      |      |      |      |      | 0    | 1    |      |
| AE 17             |      |      |      |      |      |      |      |      |      |      |      | 1    | 0    | 0    |      |
| AE 33             |      |      |      | 0    | 0    | 1    |      |      | 0    | 0    | 2    | 0    | 0    | 6    |      |
| AE 111            |      |      |      | 3    | 0    | 7    |      |      | 4    | 0    | 1    |      | 32   | 0    |      |
| AE 128            |      |      |      |      |      |      |      |      |      |      |      |      | 1    | 0    |      |
| AE 177            |      |      |      |      |      |      |      |      |      |      |      |      | 1    | 0    |      |
| DO 217            |      |      |      |      |      |      |      |      |      |      |      |      | 17   | 0    |      |
| AE 234            |      |      |      |      |      |      |      |      |      |      |      |      | 14   | 0    |      |
| TOTAL             | 0    | 0    | 3    | 0    | 0    | 14   | 4    | 0    | 1    | 0    | 0    | 2    | 10   | 5    | 5    |
| TOTAL             | 6    | 0    | 3    | 4    | 0    | 23   | 4    | 0    | 1    | 4    | 0    | 0    | 35   | 26   | 16   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

GROUND CRAFT - ARMY AIRCRAFT  
-47

40.

| DDO. |     |      | FOL. |      |     | FOL. |      |     | FOL. |      |     | FOL. |      |     | FOL. 1-6 |      |     | TOTAL |      |     |
|------|-----|------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|----------|------|-----|-------|------|-----|
| ST.  | NO. | DATE | NO.  | DATE | NO. | NO.  | DATE | NO. | NO.  | DATE | NO. | NO.  | DATE | NO. | NO.      | DATE | NO. | NO.   | DATE | NO. |
| 0    | 0   | 1    |      |      |     | 4    |      |     | 10   |      |     |      |      |     |          |      |     | 10    |      | 10  |
| 1    | 0   | 0    |      |      |     |      |      |     | 10   |      |     |      |      |     |          |      |     | 0     |      | 0   |
|      |     |      |      |      |     |      |      |     | 0    |      |     |      |      |     |          |      |     | 22    |      | 22  |
|      |     |      |      |      |     | 3    |      |     | 0    |      |     |      |      |     |          |      |     | 5     |      | 5   |
|      |     |      |      |      |     |      |      |     | 11   |      |     |      |      |     |          |      |     | 11    |      | 11  |
|      |     |      |      |      |     |      |      |     | 1    |      |     |      |      |     |          |      |     | 7     |      | 7   |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 5     |      | 5   |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 15    |      | 15  |
|      |     |      |      |      |     | 1    |      |     | 1    |      |     |      |      |     | 1        | 0    | 0   | 7     |      | 7   |
| 0    | 0   | 1    |      |      |     | 0    |      |     | 0    |      |     |      |      |     |          |      |     | 10    | 14   | 124 |
| 3    | 0   | 7    |      |      |     | 4    |      |     | 1    |      |     |      |      |     |          |      |     | 69    | 2    | 12  |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 1     |      | 0   |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 1     |      | 1   |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 17    |      | 0   |
|      |     |      |      |      |     |      |      |     |      |      |     |      |      |     |          |      |     | 14    |      | 2   |
| 0    | 0   | 14   | 4    | 0    | 1   | 0    | 0    | 2   | 10   | 5    | 5   | 10   | 1    | 1.2 |          |      |     | 120   | 7    | 165 |
| 0    | 23  |      | 4    | 0    | 1   | 4    | 0    | 0   | 35   | 26   | 16  | 172  | 20   | 714 | 1        | 0    | 0   | 726   | 45   | 763 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

39.

AIR CLASHES - ENEMY AIRCRAFT

| PERIOD  | TYPE<br>ENEMY<br>AIRCRAFT | B-26 |               |      | P-47 |               |      | F-6  |               |      | DST. |
|---------|---------------------------|------|---------------|------|------|---------------|------|------|---------------|------|------|
|         |                           | DST. | PROB.<br>DST. | DAM. | DST. | PROB.<br>DST. | DAM. | DST. | PROB.<br>DST. | DAM. |      |
| MARCH   | ME 109                    |      |               |      | 4    | 1             | 6    | 12   | 2             | 3    |      |
|         | ME 262                    |      |               |      | 0    | 0             | 2    |      |               |      |      |
|         | FW 200                    |      |               |      |      |               |      |      |               |      | 1    |
|         | TOTAL                     |      |               |      | 4    | 1             | 8    | 12   | 2             | 3    | 1    |
| APRIL   | ME 109                    | 1    | 0             | 1    | 28   | 1             | 4    | 4    | 2             | 0    |      |
|         | FW 190                    |      |               |      | 15   | 0             | 11   | 3    | 0             | 2    |      |
|         | ME 262                    | 5    | 3             | 0    | 5    | 4             | 18   | 0    | 0             | 12   |      |
|         | ME 410                    |      |               |      | 1    | 0             | 0    |      |               |      |      |
|         | ME 111                    |      |               |      |      |               |      | 0    | 1             | 0    |      |
|         | JU 88                     |      |               |      |      |               |      | 1    | 0             | 0    |      |
|         | Unknown                   |      |               |      |      |               |      | 2    | 0             | 0    |      |
|         | TOTAL                     | 6    | 3             | 1    | 49   | 5             | 33   | 10   | 3             | 14   |      |
| MAY 1-8 | ME 109                    |      |               |      | 1    | 0             | 0    | +    |               |      |      |
|         | TOTAL                     |      |               |      | 1    | 0             | 0    | +    |               |      |      |

\*Plus 10 ME 109s captured in the air  
by an F-6 on 8 May 1945.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AIR CLAIMS - ENEMY AIRCRAFT

| DAM. | P-47  |             |      | P-6   |             |      | B-24  |             |      | TOTAL |             |      |
|------|-------|-------------|------|-------|-------------|------|-------|-------------|------|-------|-------------|------|
|      | DEST. | PROB. DEST. | DAM. | DEST. | PROB. DEST. | DAM. | DEST. | PROB. DEST. | DAM. | DEST. | PROB. DEST. | DAM. |
|      | 4     | 1           | 6    | 12    | 2           | 3    |       |             |      | 16    | 3           | 9    |
|      | 0     | 0           | 2    |       |             |      |       |             |      | 0     | 0           | 2    |
|      |       |             |      |       |             |      | 1     | 0           | 0    | 1     | 0           | 0    |
|      | 4     | 1           | 8    | 12    | 2           | 3    | 1     | 0           | 0    | 17    | 3           | 11   |
| 1    | 26    | 1           | 4    | 4     | 2           | 0    |       |             |      | 33    | 3           | 5    |
|      | 15    | 0           | 11   | 3     | 0           | 2    |       |             |      | 18    | 0           | 13   |
| 0    | 5     | 4           | 18   | 0     | 0           | 12   |       |             |      | 10    | 7           | 30   |
|      | 1     | 0           | 0    |       |             |      |       |             |      | 1     | 3           | 0    |
|      |       |             |      | 0     | 1           | 0    |       |             |      | 0     | 1           | 0    |
|      |       |             |      | 1     | 0           | 0    |       |             |      | 1     | 0           | 0    |
|      |       |             |      | 2     | 0           | 0    |       |             |      | 2     | 0           | 0    |
| 1    | 49    | 5           | 33   | 10    | 3           | 14   |       |             |      | 65    | 11          | 48   |
|      | 1     | 0           | 0    | +     |             |      |       |             |      | 1     | 0           | 0    |
|      | 1     | 0           | 0    | +     |             |      |       |             |      | 1+    | 0           | 0    |

in the air

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AIR CRAFT  
ENTRY AIRCRAFT

| PERIOD | TYPE AIRCRAFT | B-26  |      |       | P-47  |      |       | F-6   |      |       | TOTAL |
|--------|---------------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
|        |               | DEST. | FROM | DIST. | DEST. | FROM | DIST. | DEST. | FROM | DIST. |       |
| NOV.   | AE 109        |       |      |       | 10    | 0    | 9     | 0     | 1    | 0     |       |
|        | AE 190        |       |      |       | 5     | 0    | 0     |       |      |       |       |
|        | AE 262        |       |      |       | 0     | 1    | 0     |       |      |       |       |
|        | AE 410        |       |      |       |       |      |       |       |      |       | 0     |
|        | TOTAL         |       |      |       | 13    | 1    | 9     | 0     | 1    | 0     | 0     |
| DEC.   | AE 109        | 5     | 0    | 0     | 43    | 7    | 16    | 5     | 2    | 3     |       |
|        | AE 190        |       |      |       | 5     | 0    | 2     |       |      |       |       |
|        | JU 88         |       |      |       |       |      |       |       |      |       | 2     |
|        | HE 111        |       |      |       |       |      |       |       |      |       | 1     |
|        | TOTAL         | 5     | 0    | 0     | 48    | 7    | 18    | 5     | 2    | 3     | 3     |
| JAN.   | AE 109        |       |      |       | 35    | 2    | 13    | 3     | 2    | 0     |       |
|        | AE 190        |       |      |       | 7     | 3    | 10    |       |      |       |       |
|        | AE 210        |       |      |       | 1     | 0    | 1     |       |      |       |       |
|        | AE 262        |       |      |       |       |      |       | 0     | 0    | 1     |       |
|        | JU 88         |       |      |       | 1     | 0    | 0     |       |      |       | 1     |
|        | TOTAL         |       |      |       | 44    | 5    | 24    | 3     | 2    | 1     | 1     |
| FEB.   | AE 109        |       |      |       | 15    | 6    | 10    | 17    | 1    | 5     |       |
|        | AE 190        |       |      |       | 1     | 3    | 2     |       |      |       |       |
|        | JANUARY       |       |      |       | 1     | 1    | 0     |       |      |       |       |
|        | TOTAL         |       |      |       | 17    | 10   | 12    | 17    | 1    | 5     |       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

38.

AIR CRAFT  
WING AIRCRAFT

| P-47  |       |      | P-6   |       |      | Beau  |       |      | TOTAL |       |      |
|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| DEST. | PROB. | D.M. | DEST. | PROB. | D.M. | DEST. | PROB. | D.M. | DEST. | PROB. | D.M. |
| 10    | 0     | 9    | 0     | 1     | 0    |       |       |      | 10    | 1     | 9    |
| 3     | 0     | 0    |       |       |      |       |       |      | 3     | 0     | 0    |
| 0     | 1     | 0    |       |       |      |       |       |      | 0     | 1     | 0    |
|       |       |      |       |       |      | 0     | 0     | 1    | 0     | 0     | 1    |
| 13    | 1     | 9    | 0     | 1     | 0    | 0     | 0     | 1    | 13    | 2     | 10   |
| 43    | 7     | 16   | 5     | 2     | 3    |       |       |      | 51    | 9     | 19   |
| 5     | 0     | 2    |       |       |      |       |       |      | 5     | 0     | 2    |
|       |       |      |       |       |      | 2     | 0     | 0    | 2     | 0     | 0    |
|       |       |      |       |       |      | 1     | 0     | 0    | 1     | 0     | 0    |
| 43    | 7     | 18   | 5     | 2     | 3    | 3     | 0     | 0    | 59    | 9     | 21   |
| 36    | 2     | 13   | 3     | 2     | 0    |       |       |      | 39    | 4     | 13   |
| 7     | 3     | 10   |       |       |      |       |       |      | 7     | 3     | 10   |
| 1     | 0     | 1    |       |       |      |       |       |      | 1     | 0     | 1    |
|       |       |      | 0     | 0     | 1    |       |       |      | 0     | 0     | 1    |
| 1     | 0     | 0    |       |       |      | 1     | 0     | 0    | 2     | 0     | 0    |
| 45    | 5     | 27   | 3     | 2     | 1    | 1     | 0     | 0    | 49    | 7     | 28   |
| 15    | 6     | 10   | 17    | 1     | 5    |       |       |      | 32    | 7     | 15   |
| 1     | 3     | 2    |       |       |      |       |       |      | 1     | 3     | 2    |
| 1     | 1     | 0    |       |       |      |       |       |      | 1     | 1     | 0    |
| 17    | 10    | 12   | 17    | 1     | 5    |       |       |      | 34    | 11    | 17   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

37.

TONNAGE IN TARGET BY TYPE TARGET

| MONTH    | RAIL-<br>TRAFFIC | CITIES | MARSHALL-<br>ING<br>YARDS | TROOP<br>CONCENT-<br>RATIONS | M/T<br>&<br>TANKS | BRIDGES | MILITARY<br>INSTALLA-<br>TIONS | DUMPS  | INDUS-<br>TRIES | AIR |
|----------|------------------|--------|---------------------------|------------------------------|-------------------|---------|--------------------------------|--------|-----------------|-----|
| November | -                | 142.8  | 50.8                      | +                            | +                 | 305.3   | 424.0                          | 57.3   | 40.3            | 1   |
| December | -                | 561.6  | 394.0                     | +                            | +                 | 1004.0  | 649.2                          | 222.9  | 21.3            | 2   |
| January  | 347.0            | 192.0  | 204.0                     | +                            | +                 | 203.0   | 1231.0                         | 230.0  | 10.0            |     |
| February | 1103.3           | 538.7  | 1031.5                    | 324.8                        | 151.4             | 1057.0  | 65.8                           | 504.2  | 72.6            |     |
| March    | 1290.2           | 1565.0 | 1310.1                    | 431.4                        | 709.1             | 371.9   | 940.6                          | 715.3  | 41.1            | 5   |
| April    | 602.6            | 1048.2 | 376.4                     | 1219.9                       | 375.6             | 51.0    | 237.4                          | 1735.1 | 132.3           | 30  |
| May 1-8  | -                | 2.1    | -                         | -                            | 3.2               | -       | 46.0                           | -      | -               |     |
| TOTAL    | 3423.1           | 4100.4 | 3434.3                    | 1976.1                       | 1324.3            | 3633.4  | 3594.0                         | 3574.8 | 317.3           | 41  |

+Included in Military Installations.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

TONNAGE OF TARGET BY TYPE TARGET

| DISSEMINATING<br>YARDS | TROOP<br>CONCENTRATIONS | H/T<br>&<br>TANKS | BRIDGES | UTILITY<br>INSTALLATIONS | DUMPS  | HOUSE-<br>HOLD | AIRFIELDS<br>&<br>A/D | TOTAL   |
|------------------------|-------------------------|-------------------|---------|--------------------------|--------|----------------|-----------------------|---------|
| 56.8                   | +                       | +                 | 305.3   | 421.0                    | 57.3   | 40.3           | 17.5                  | 1046.0  |
| 394.0                  | +                       | +                 | 1004.0  | 649.2                    | 222.9  | 21.3           | 41.4                  | 2955.0  |
| 264.0                  | +                       | +                 | 203.0   | 1231.0                   | 230.0  | 10.0           | -                     | 2557.0  |
| 1031.5                 | 324.8                   | 151.4             | 1057.0  | 65.0                     | 564.2  | 72.3           | 8.3                   | 5043.9  |
| 1310.1                 | 431.4                   | 709.1             | 871.9   | 940.6                    | 715.3  | 41.1           | 34.6                  | 7989.5  |
| 376.4                  | 1219.9                  | 375.6             | 51.0    | 237.4                    | 1735.1 | 132.3          | 309.3                 | 6137.3  |
| -                      | -                       | 3.2               | -       | 46.0                     | -      | -              | -                     | 56.3    |
| 3434.8                 | 1976.1                  | 1324.3            | 3633.4  | 3594.0                   | 3574.8 | 317.3          | 411.8                 | 25790.5 |

Installations.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

SUMMARY OF ACTIVITY BY TYPE MISSION  
P-47

SEP 1-8

| TYPE MISSION           | COUNT  |         | PERCENTAGE | TOTAL | PERCENTAGE (100) |         |         |
|------------------------|--------|---------|------------|-------|------------------|---------|---------|
|                        | ACTUAL | PERCENT |            |       | ACTUAL           | PERCENT | PERCENT |
| Dive bombing           | 1      | 0.3     | 1          | -     | -                | -       | -       |
| Ground Reconnaissance  | 524    | 21.2    | 107        | 7.1   | -                | -       | -       |
| Ground Support         | 323    | 27.2    | 261        | 2.3   | 1                | -       | -       |
| Sweeps                 | -      | -       | -          | -     | -                | -       | -       |
| Escort                 | 11     | 0.9     | 11         | -     | -                | -       | -       |
| Marlet                 | -      | -       | -          | -     | -                | -       | -       |
| Weather, Patrol, Misc. | 555    | 44.2    | 417        | -     | -                | -       | -       |
| TOTAL                  | 1286   | 100.0   | 396        | 10.3  | 1                | -       | -       |

NOVEMBER '44 Thru MAY 6 1945

|                        |       |       |       |         |     |    |     |
|------------------------|-------|-------|-------|---------|-----|----|-----|
| Dive bombing           | 19439 | 42.1  | 16254 | 34.9.0  | 41  | 9  | 25  |
| Ground Reconnaissance  | 14479 | 31.4  | 13527 | 34.52.0 | 72  | 15 | 43  |
| Ground Support         | 5563  | 12.1  | 5143  | 2563.2  | 20  | -  | 13  |
| Sweeps                 | 1243  | 2.7   | 1130  | -       | 13  | 2  | 7   |
| Escort                 | 3338  | 7.2   | 3189  | 36.7    | 13  | 2  | 12  |
| Marlet                 | 121   | 0.3   | 120   | -       | -   | -  | -   |
| Weather, Patrol, Misc. | 1954  | 4.2   | 1681  | 36.7    | -6  | 1  | 7   |
| TOTAL                  | 46142 | 100.0 | 43219 | 16549.6 | 177 | 29 | 107 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

SUMMARY FIGHTER ACTIVITY BY TYPE MISSION  
P-47

36.

| Missions |               | Effective<br>Shots | No. of<br>Hits | 1/3 Mile (1.) |        |      | 1/3 Mile 2 (2.) |        |      |
|----------|---------------|--------------------|----------------|---------------|--------|------|-----------------|--------|------|
| Serial   | % of<br>Total |                    |                | Shots         | Misses | Down | Shots           | Misses | Down |
| 1        | 0.3           | 1                  | -              | -             | -      | -    | -               | -      | -    |
| 524      | 20.0          | 187                | 1              | -             | -      | -    | -               | -      | -    |
| 523      | 27.2          | 201                | 2.3            | 1             | -      | -    | 1               | -      | -    |
| 11       | 0.9           | 11                 | -              | -             | -      | -    | -               | -      | -    |
| 533      | 44.2          | 417                | -              | -             | -      | -    | -               | -      | -    |
| 1236     | 100.0         | 906                | 10.3           | 1             | -      | -    | 1               | -      | -    |

1945

|       |       |       |         |     |    |     |     |    |     |
|-------|-------|-------|---------|-----|----|-----|-----|----|-----|
| 19439 | 42.1  | 16254 | 5429.0  | 74  | 9  | 20  | 207 | 32 | 266 |
| 14479 | 31.4  | 13627 | 3452.0  | 72  | 15 | 43  | 411 | 0  | 533 |
| 5563  | 12.1  | 5160  | 2563.2  | 20  | -  | 13  | 36  | 1  | 12  |
| 1246  | 2.7   | 1180  | -       | 13  | 2  | 7   | -   | 2  | 7   |
| 5338  | 7.2   | 3189  | 36.7    | 15  | 2  | 12  | -   | -  | 2   |
| 121   | 0.3   | 120   | -       | -   | -  | -   | -   | -  | -   |
| 1954  | 4.2   | 1681  | 36.7    | 46  | 1  | 7   | 72  | 3  | 83  |
| 46142 | 100.0 | 43219 | 16549.6 | 177 | 29 | 107 | 726 | 46 | 763 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A

35.

DECEMBER

SUMMARY: FIGHTER SORTIES BY TYPE MISSION

| TYPE MISSION           | SORTIES |               | EFFECTIVE<br>SORTIES | TONS OF<br>BOMBS<br>ON TARGET | 1/4 CLIPS (.IN) |                |      |       |
|------------------------|---------|---------------|----------------------|-------------------------------|-----------------|----------------|------|-------|
|                        | NUMBER  | % OF<br>TOTAL |                      |                               | DEST.           | PROB.<br>DEST. | D... | DEST. |
| Dive Bombing           | 4656    | 67.2          | 4442                 | 2231.1                        | 11              | 7              | 8    | -     |
| Armed Reconnaissance   | 1191    | 16.7          | 1170                 | 732.4                         | 6               | 3              | 4    | 4     |
| Ground Support         | 674     | 9.4           | 632                  | 401.3                         | -               | -              | -    | -     |
| Sweeps                 | 117     | 1.6           | 115                  | -                             | -               | -              | -    | -     |
| Escort                 | 468     | 6.6           | 461                  | 4.0                           | -               | -              | -    | -     |
| Leaflet                | 29      | 0.4           | 27                   | -                             | -               | -              | -    | -     |
| Weather, Patrol, Misc. | 10      | 0.1           | 10                   | -                             | -               | -              | -    | -     |
| TOTAL                  | 7145    | 100.0         | 6859                 | 3426.5                        | 17              | 10             | 12   | 4     |

JANUARY

|                        |       |       |       |        |   |   |   |    |
|------------------------|-------|-------|-------|--------|---|---|---|----|
| Dive Bombing           | 5185  | 40.3  | 5032  | 2400.9 | - | - | 4 | 28 |
| Armed Reconnaissance   | 4436  | 34.5  | 4319  | 1903.3 | 2 | 1 | 2 | 7  |
| Ground Support         | 1586  | 12.3  | 1530  | 914.1  | - | - | 2 | -  |
| Sweeps                 | 516   | 4.0   | 480   | -      | 2 | - | - | -  |
| Escort                 | 333   | 2.6   | 329   | -      | - | - | - | -  |
| Leaflet                | 28    | 0.2   | 26    | -      | - | - | - | -  |
| Weather, Patrol, Misc. | 463   | 3.6   | 444   | 33.7   | - | - | - | -  |
| TOTAL                  | 12672 | 100.0 | 12432 | 5257.0 | 4 | 1 | 8 | 35 |

FEBRUARY

|                        |       |       |       |        |    |   |    |     |
|------------------------|-------|-------|-------|--------|----|---|----|-----|
| Dive Bombing           | 5127  | 26.2  | 3008  | 370.9  | 13 | - | 8  | 168 |
| Armed Reconnaissance   | 5575  | 46.6  | 5251  | 1430.5 | 14 | 2 | 4  | 397 |
| Ground Support         | 958   | 8.0   | 915   | 303.5  | 3  | - | 1  | 35  |
| Sweeps                 | 388   | 3.3   | 388   | -      | 9  | - | 3  | 4   |
| Escort                 | 1064  | 8.9   | 1038  | 2.1    | 4  | 2 | 10 | -   |
| Leaflet                | 28    | 0.2   | 27    | -      | -  | - | -  | -   |
| Weather, Patrol, Misc. | 315   | 6.8   | 717   | -      | 6  | 1 | 7  | 72  |
| TOTAL                  | 11955 | 100.0 | 11344 | 2607.0 | 49 | 5 | 33 | 672 |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

SUMMARY FIGHTER ACTIVITY BY TYPE MISSION

|   | EFFECTIVE<br>SORTIES | TONS OF<br>BOMBS<br>ON TARGET | A/C CLASSES (IN) |                |      | A/C CLASSES (GROUNDS) |                |      |
|---|----------------------|-------------------------------|------------------|----------------|------|-----------------------|----------------|------|
|   |                      |                               | DEST.            | PROB.<br>DEST. | D.L. | DEST.                 | PROB.<br>DEST. | D.L. |
| 2 | 4442                 | 2281.1                        | 11               | 7              | 8    | -                     | -              | 1    |
| 7 | 1170                 | 739.4                         | 6                | 3              | 4    | 4                     | 4              | 5    |
| 4 | 632                  | 401.3                         | -                | -              | -    | -                     | -              | -    |
| 6 | 115                  | -                             | -                | -              | -    | -                     | -              | -    |
| 6 | 461                  | 4.0                           | -                | -              | -    | -                     | -              | -    |
| 1 | 29                   | -                             | -                | -              | -    | -                     | -              | -    |
| 1 | 10                   | -                             | -                | -              | -    | -                     | -              | -    |
| 0 | 6859                 | 3426.3                        | 17               | 10             | 12   | 4                     | -              | 6    |

|   |       |        |   |   |   |    |    |    |
|---|-------|--------|---|---|---|----|----|----|
| 3 | 5032  | 2450.9 | - | - | 4 | 28 | 16 | 8  |
| 5 | 4319  | 1904.3 | 2 | 1 | 2 | 7  | 6  | 8  |
| 3 | 1530  | 914.1  | - | - | 2 | -  | 1  | -  |
| 0 | 480   | -      | 2 | - | - | -  | -  | -  |
| 1 | 629   | -      | - | - | - | -  | -  | -  |
| 2 | 26    | -      | - | - | - | -  | -  | -  |
| 6 | 414   | 36.7   | - | - | - | -  | 3  | -  |
| 0 | 12432 | 5257.0 | 4 | 1 | 8 | 35 | 26 | 16 |

|   |       |        |    |   |    |     |    |     |
|---|-------|--------|----|---|----|-----|----|-----|
| 2 | 3008  | 370.9  | 13 | - | 8  | 168 | 16 | 239 |
| 6 | 5251  | 1450.5 | 14 | 2 | 4  | 397 | 2  | 373 |
| 0 | 915   | 303.5  | 3  | - | 1  | 35  | -  | 10  |
| 3 | 388   | -      | 9  | - | 3  | 4   | 2  | 7   |
| 9 | 1038  | 2.1    | 4  | 2 | 10 | -   | -  | 2   |
| 2 | 27    | -      | -  | - | -  | -   | -  | -   |
| 8 | 717   | -      | 6  | 1 | 7  | 72  | -  | 83  |
| 0 | 11344 | 2607.0 | 49 | 5 | 33 | 672 | 20 | 714 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

NOVEMBER

SMITH AIRCRAFT ACTIVITY BY TYPE MISSION  
P-47

| TYPE MISSION          | SCALES |       | EFFECTIVE<br>SCALES | TONS OF<br>BOMBS<br>ON TARGET | % CLAIM (ALL) |       |       |
|-----------------------|--------|-------|---------------------|-------------------------------|---------------|-------|-------|
|                       | MURDER | TOTAL |                     |                               | DIST.         | PROB. | DESA. |
| Dive Bombing          | 1905   | 61.0  | 1571                | 750.2                         | 1             | 1     |       |
| Armed Reconnaissance  | 250    | 8.0   | 18                  | 21.8                          | 5             | -     |       |
| Ground Support        | 115    | 10.0  | 22                  | 123.2                         | -             | -     |       |
| Sweeps                | 30     | 0.0   | -                   | -                             | -             | -     |       |
| Escort                | 520    | 16.0  | 490                 | 30.3                          | 7             | 5     |       |
| Leaflet               | 4      | 0.0   | 4                   | -                             | -             | -     |       |
| Weather, Patrol, etc. | 11     | 0.0   | 11                  | -                             | -             | -     |       |
| TOTAL                 | 3125   | 100.0 | 2211                | 1100.2                        | 13            | 1     |       |

DECEMBER

|                       |      |       |      |        |    |   |  |
|-----------------------|------|-------|------|--------|----|---|--|
| Dive Bombing          | 2345 | 44.6  | 2153 | 1090.6 | 16 | 1 |  |
| Armed Reconnaissance  | 2030 | 30.5  | 1577 | 609.1  | 26 | 6 |  |
| Ground Support        | 311  | 5.9   | 237  | 121.0  | 2  | - |  |
| Sweeps                | 14   | 1.0   | 52   | -      | -  | - |  |
| Escort                | 400  | 7.0   | 359  | -      | 4  | - |  |
| Leaflet               | 6    | 0.0   | 30   | -      | -  | - |  |
| Weather, Patrol, etc. | 90   | 1.7   | 37   | -      | -  | - |  |
| TOTAL                 | 3196 | 100.0 | 4755 | 1810.7 | 48 | 7 |  |

JANUARY

|                       |      |       |      |        |    |   |  |
|-----------------------|------|-------|------|--------|----|---|--|
| Dive Bombing          | 2211 | 43.6  | 2033 | 1025.3 | 7  | - |  |
| Armed Reconnaissance  | 573  | 14.7  | 629  | 300.6  | 19 | 3 |  |
| Ground Support        | 1291 | 26.2  | 1249 | 656.2  | 14 | - |  |
| Sweeps                | 153  | 3.3   | 145  | -      | 5  | 2 |  |
| Escort                | 212  | 4.9   | 213  | -      | -  | - |  |
| Leaflet               | 2    | -     | 2    | -      | -  | - |  |
| Weather, Patrol, etc. | 27   | 0.0   | 26   | -      | -  | - |  |
| TOTAL                 | 4579 | 100.0 | 4302 | 2102.1 | 45 | 5 |  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

SUMMARY OF RESULTS OF THE 1950-51  
P-47

34.

| SCALES |                  | DEFECTIVE<br>SCALES | TONS OF<br>BOILS<br>ON TARGET | 1/3 CLIPS (AIR) |                |     | 1/3 CLIPS (GROUND) |                |     |
|--------|------------------|---------------------|-------------------------------|-----------------|----------------|-----|--------------------|----------------|-----|
| NUMBER | PERCENT<br>TOTAL |                     |                               | DIST.           | PROB.<br>DISE. | DM. | DIST.              | PROB.<br>DISE. | DM. |
| 1905   | 61.8             | 1571                | 760.2                         | 1               | 1              | -   | 6                  | -              | 3   |
| 250    | 8.3              | 13                  | 11.3                          | 5               | -              | 7   | -                  | -              | -   |
| 415    | 13.3             | 24                  | 123.3                         | -               | -              | -   | -                  | -              | -   |
| 30     | 0.0              | 0                   | -                             | -               | -              | -   | -                  | -              | -   |
| 520    | 16.3             | 490                 | 93.3                          | 7               | -              | 2   | -                  | -              | -   |
| 4      | 0.1              | 1                   | -                             | -               | -              | -   | -                  | -              | -   |
| 11     | 0.3              | 1                   | -                             | -               | -              | -   | -                  | -              | -   |
| 5125   | 100.0            | 2111                | 1101.9                        | 13              | 1              | 9   | 6                  | -              | 3   |

|      |       |      |        |    |   |    |   |   |    |
|------|-------|------|--------|----|---|----|---|---|----|
| 2345 | 44.6  | 2153 | 1090.0 | 16 | 1 | 4  | 1 | - | 14 |
| 2030 | 35.3  | 1377 | 59.1   | 26 | 6 | 13 | 3 | - | 7  |
| 311  | 5.9   | 237  | 121.0  | 2  | - | 4  | - | - | 2  |
| 34   | 1.0   | 52   | -      | -  | - | -  | - | - | -  |
| 400  | 7.3   | 539  | -      | 4  | - | -  | - | - | -  |
| 30   | 0.1   | 30   | -      | -  | - | -  | - | - | -  |
| 90   | 1.7   | 37   | -      | -  | - | -  | - | - | -  |
| 5730 | 100.0 | 4775 | 1161.3 | 48 | 7 | 18 | 4 | - | 23 |

|      |       |      |        |    |   |    |   |   |   |
|------|-------|------|--------|----|---|----|---|---|---|
| 2211 | 43.3  | 2053 | 1025.3 | 7  | - | 1  | 4 | - | 1 |
| 573  | 14.7  | 679  | 30.6   | 19 | 3 | 10 | - | - | - |
| 1291 | 23.2  | 1249 | 63.2   | 14 | - | 6  | - | - | - |
| 153  | 3.5   | 145  | -      | 5  | 2 | 4  | - | - | - |
| 242  | 4.9   | 213  | -      | -  | - | -  | - | - | - |
| 2    | -     | 2    | -      | -  | - | -  | - | - | - |
| 27   | 0.1   | 26   | -      | -  | - | -  | - | - | - |
| 4579 | 100.0 | 4302 | 2102.1 | 45 | 5 | 27 | 4 | - | 1 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

33.

MONTHLY SUMMARY OF OPERATIONS

BEAUFIGHTERS

| PERIOD   | SORTIES | A/C CREDIT SORTIES | EFFECTIVE SORTIES | NON-EFFECTIVE SORTIES |      |      |       | A/C OPER. LOSS |      | COMBAT LOSS OF AIRCRAFT |      |      |
|----------|---------|--------------------|-------------------|-----------------------|------|------|-------|----------------|------|-------------------------|------|------|
|          |         |                    |                   | EN.                   | WCH. | OTER | TOTAL | EN.            | OTER | EN.                     | WCH. | OTER |
| November | 78      | 73                 | 61                | 7                     | 6    | 4    | 17    | -              | 1    | -                       | -    | -    |
| December | 79      | 72                 | 46                | 15                    | 12   | 6    | 33    | -              | 2    | -                       | -    | -    |
| January  | 36      | 34                 | 22                | 2                     | 11   | 1    | 14    | -              | 2    | -                       | 1    | -    |
| February | 61      | 61                 | 39                | 3                     | 19   | -    | 22    | -              | 2    | -                       | 1    | -    |
| March    | 130     | 130                | 107               | 3                     | 20   | -    | 23    | 1              | 2    | 1                       | -    | -    |
| April    | 126     | 118                | 79                | 5                     | 39   | 3    | 47    | 1              | 5    | 1                       | 1    | -    |
| May 1-3  | 2       | 2                  | 2                 | -                     | -    | -    | -     | -              | -    | -                       | -    | -    |
| TOTAL    | 512     | 490                | 356               | 35                    | 107  | 14   | 156   | 2              | 14   | 2                       | 3    | -    |

P-61

|         |     |    |    |    |   |   |    |   |   |   |   |   |
|---------|-----|----|----|----|---|---|----|---|---|---|---|---|
| April   | 62  | 62 | 54 | 1  | 6 | 1 | 8  | 2 | - | - | 1 | - |
| May 1-3 | 42  | 36 | 29 | 11 | 2 | - | 13 | - | - | - | - | - |
| TOTAL   | 104 | 98 | 83 | 12 | 8 | 1 | 21 | 2 | - | - | 1 | - |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

MONTHLY SUMMARY OF OPERATIONS

NIGHT FIGHTERS

| NON-INTENSIVE OPERATIONS |       |       |       | A/C OPER. LOSS |       | COMBAT CASUALTIES |       |      | A/C CLAIMS (AIR) |       |      |
|--------------------------|-------|-------|-------|----------------|-------|-------------------|-------|------|------------------|-------|------|
| SEA.                     | MECH. | OTHER | TOTAL | SEA.           | MECH. | SEA.              | MECH. | SEA. | SEA.             | MECH. | SEA. |
| 7                        | 6     | 4     | 17    | -              | 1     | -                 | -     | -    | -                | -     | 1    |
| 15                       | 12    | 6     | 33    | -              | 2     | -                 | -     | -    | 3                | -     | -    |
| 2                        | 11    | 1     | 14    | -              | 2     | -                 | 1     | -    | 1                | -     | -    |
| 3                        | 19    | -     | 22    | -              | 2     | -                 | 1     | -    | -                | -     | -    |
| 3                        | 20    | -     | 23    | 1              | 2     | 1                 | -     | -    | 1                | -     | -    |
| 5                        | 39    | 3     | 47    | 1              | 5     | 1                 | 1     | -    | -                | -     | -    |
| -                        | -     | -     | -     | -              | -     | -                 | -     | -    | -                | -     | -    |
| 35                       | 107   | 14    | 156   | 2              | 12    | 2                 | 3     | -    | 5                | -     | 1    |

NIGHT FIGHTERS

|    |   |   |    |   |   |   |   |   |   |   |   |
|----|---|---|----|---|---|---|---|---|---|---|---|
| 1  | 6 | 1 | 7  | 2 | - | - | 1 | - | - | - | - |
| 11 | 2 | - | 13 | - | - | - | - | - | - | - | - |
| 12 | 8 | 1 | 21 | 2 | - | - | 1 | - | - | - | - |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MONTHLY SUMMARY OF OPERATIONS

F-5

| PERIOD   | SORTIES | A/C<br>CREDIT<br>SORTIES | EFFECTIVE<br>SORTIES | NON-EFFECTIVE SORTIES |      |       |       | A/C OPER.<br>LOSSES |       | CO.<br>C |
|----------|---------|--------------------------|----------------------|-----------------------|------|-------|-------|---------------------|-------|----------|
|          |         |                          |                      | WEL.                  | ENG. | OTHER | TOTAL | ALL                 | CL. C |          |
| November | 53      | 53                       | 56                   | 14                    | 1    | 2     | 17    | -                   | 1     | -        |
| December | 136     | 136                      | 116                  | 17                    | 2    | 1     | 20    | -                   | -     | -        |
| January  | 72      | 72                       | 68                   | 4                     | -    | -     | 4     | -                   | -     | -        |
| February | 162     | 162                      | 137                  | 25                    | -    | -     | 25    | -                   | 1     | -        |
| March    | 262     | 262                      | 221                  | 38                    | 1    | 2     | 41    | 1                   | -     | 1        |
| April    | 332     | 332                      | 280                  | 45                    | 3    | 4     | 52    | -                   | -     | -        |
| May 1-8  | 8       | 6                        | 8                    | -                     | -    | -     | -     | -                   | -     | -        |
| TOTAL    | 1025    | 1025                     | 866                  | 143                   | 7    | 9     | 159   | 1                   | 2     | 1        |

F-6

|          |      |      |      |     |    |    |     |    |   |    |
|----------|------|------|------|-----|----|----|-----|----|---|----|
| November | 240  | 240  | 222  | 14  | 1  | 3  | 18  | 1  | 1 | 1  |
| December | 478  | 466  | 434  | 11  | 12 | 1  | 24  | 4  | 2 | 3  |
| January  | 403  | 339  | 369  | 8   | 9  | 2  | 19  | 1  | 1 | 1  |
| February | 810  | 866  | 770  | 36  | 4  | -  | 40  | 3  | 1 | 3  |
| March    | 1170 | 1105 | 1063 | 102 | -  | -  | 102 | 2  | - | -  |
| April    | 1423 | 1415 | 1386 | 13  | 16 | 8  | 37  | 5  | 1 | 3  |
| May 1-3  | 96   | 94   | 80   | 14  | -  | 2  | 16  | -  | 1 | -  |
| TOTAL    | 4825 | 4517 | 4369 | 198 | 42 | 16 | 266 | 16 | 7 | 11 |

\*This 10 F-6s captured in  
in 1945.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

32.

MONTHLY SUMMARY OF OPERATIONS

PHOTO RECONNAISSANCE

| EFFECTIVE<br>SORTIES | NON-REACTIVE SORTIES |       |       |       | A/C OPER.<br>LOSSES |     | COMBAT CREW<br>CASUALTIES |     |              | A/C CREWS<br>(A/R) |              |       |
|----------------------|----------------------|-------|-------|-------|---------------------|-----|---------------------------|-----|--------------|--------------------|--------------|-------|
|                      | WELL                 | RECH. | OTHER | TOTAL | ALL                 | CR. | ALL                       | WIL | SER.<br>KID. | DWST.              | POB.<br>DET. | DELT. |
| 56                   | 14                   | 1     | 2     | 17    | -                   | 1   | -                         | 1   | -            |                    |              |       |
| 116                  | 17                   | 2     | 1     | 20    | -                   | -   |                           |     |              |                    |              |       |
| 68                   | 4                    | -     | -     | 4     | -                   | -   |                           |     |              |                    |              |       |
| 137                  | 25                   | -     | -     | 25    | -                   | 1   |                           |     |              |                    |              |       |
| 221                  | 38                   | 1     | 2     | 41    | 1                   | -   | 1                         | -   | -            |                    |              |       |
| 280                  | 45                   | 3     | 4     | 52    | -                   | -   |                           |     |              |                    |              |       |
| 8                    | -                    | -     | -     | -     | -                   | -   |                           |     |              |                    |              |       |
| 866                  | 143                  | 7     | 9     | 159   | 1                   | 2   | 1                         | 1   | -            | -                  | -            | -     |

TACTICAL RECONNAISSANCE

|      |     |    |    |     |    |   |    |   |   |     |    |    |
|------|-----|----|----|-----|----|---|----|---|---|-----|----|----|
| 222  | 14  | 1  | 3  | 18  | 1  | 1 | 1  | 1 |   | -   | 1  | -  |
| 454  | 11  | 12 | 1  | 24  | 4  | 2 | 3  | 1 |   | 5   | 2  | 3  |
| 389  | 8   | 9  | 2  | 19  | 1  | 1 | 1  | - |   | 3   | 2  | 1  |
| 770  | 36  | 4  | -  | 40  | 3  | 1 | 3  | - |   | 17  | 1  | 5  |
| 1063 | 102 | -  | -  | 102 | 2  | - | -  | - |   | 12  | 2  | 3  |
| 1386 | 14  | 16 | 8  | 37  | 3  | 1 | 3  | - |   | 10  | 3  | 14 |
| 80   | 14  | -  | 2  | 16  | -  | 1 | -  | - |   | +   | -  | -  |
| 4369 | 198 | 42 | 16 | 256 | 16 | 7 | 11 | 2 | - | 47+ | 11 | 26 |

Plus 10 B-109s captured in the air by  
F-4s on 3 May 1945.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

31.

MONTHLY SUMMARY OF OPERATIONS

1-26

| PERIOD   | AIRCRAFT OPERATIONAL LOSSES |       |       | COMBAT CREW CASUALTIES |     |        |       |
|----------|-----------------------------|-------|-------|------------------------|-----|--------|-------|
|          | MIA                         | CR. D | TOTAL | MIA                    | MIA | SR. MD | TOTAL |
| November |                             |       |       |                        |     |        |       |
| December | 6                           | 8     | 14    | -                      | 6   | -      | 6     |
| January  | 1                           | 7     | 8     | 2                      | 1   | -      | 3     |
| February | 1                           | 4     | 5     | -                      | 1   | 1      | 2     |
| March    | 2                           | 7     | 9     | -                      | 2   | -      | 2     |
| April    | 5                           | 6     | 11    | 1                      | 5   | -      | 6     |
| May 1-8  | -                           | -     | -     | -                      | -   | -      | -     |
| TOTAL    | 15                          | 32    | 47    | 3                      | 15  | 1      | 19    |

1-27

| PERIOD   | A/C OPERATIONAL LOSSES |       |       | COMBAT CREW CASUALTIES |     |        |       | A/C C |       |       |       |
|----------|------------------------|-------|-------|------------------------|-----|--------|-------|-------|-------|-------|-------|
|          | MIA                    | CR. D | TOTAL | MIA                    | MIA | SR. MD | TOTAL | DEST. | PROB. | DEST. | DEST. |
| November | 12                     | 8     | 20    | 4                      | 12  | 1      | 17    | 13    | 1     | 9     | 6     |
| December | 26                     | 18    | 44    | 7                      | 24  | 1      | 32    | 48    | 7     | 18    | 4     |
| January  | 16                     | 15    | 29    | 6                      | 15  | 3      | 24    | 45    | 5     | 27    | 4     |
| February | 21                     | 14    | 35    | 5                      | 15  | 4      | 24    | 17    | 10    | 12    | 4     |
| March    | 47                     | 22    | 69    | 10                     | 36  | 2      | 48    | 4     | 1     | 8     | 35    |
| April    | 47                     | 24    | 71    | 3                      | 36  | 4      | 45    | 49    | 5     | 33    | 672   |
| May 1-8  | 1                      | -     | 1     | -                      | -   | 1      | 1     | 1     | -     | -     | 1     |
| TOTAL    | 170                    | 99    | 269   | 35                     | 140 | 16     | 191   | 177   | 29    | 107   | 726   |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

MONTHLY SUMMARY OF OPERATIONS

| DEATH LOSSES |       | COMBAT CRE. CASUALTIES |      |           |       | A/C CREWS (A-1H) |              |        |
|--------------|-------|------------------------|------|-----------|-------|------------------|--------------|--------|
| DATE         | TOTAL | MIA                    | DEAD | SER. WND. | TOTAL | DEATH.           | PROB. DEATH. | DEATH. |
| 8            | 14    | -                      | 6    | -         | 6     | 3                | -            | -      |
| 7            | 8     | 2                      | 1    | -         | 3     | -                | -            | -      |
| 4            | 5     | -                      | 1    | 1         | 2     | -                | -            | -      |
| 7            | 9     | -                      | 2    | -         | 2     | -                | -            | -      |
| 6            | 11    | 1                      | 5    | -         | 6     | 6                | 3            | 1      |
| -            | -     | -                      | -    | -         | -     | -                | -            | -      |
| 2            | 47    | 3                      | 15   | 1         | 19    | 3                | 3            | 1      |

| COMBAT CREW CASUALTIES |     |      |           |       | A/C CREWS |              |        |        |              |        |        |              |        |
|------------------------|-----|------|-----------|-------|-----------|--------------|--------|--------|--------------|--------|--------|--------------|--------|
| DATE                   | MIA | DEAD | SER. WND. | TOTAL | A-1H      |              |        | GROUND |              |        | TOTAL  |              |        |
|                        |     |      |           |       | DEATH.    | PROB. DEATH. | DEATH. | DEATH. | PROB. DEATH. | DEATH. | DEATH. | PROB. DEATH. | DEATH. |
| 8                      | 4   | 12   | 1         | 17    | 13        | 1            | 9      | 6      | -            | 3      | 19     | 1            | 12     |
| 4                      | 7   | 24   | 1         | 32    | 48        | 7            | 12     | 4      | -            | 23     | 52     | 7            | 41     |
| 9                      | 6   | 15   | 3         | 24    | 45        | 5            | 27     | 4      | -            | 1      | 49     | 5            | 26     |
| 5                      | 5   | 15   | 4         | 24    | 17        | 10           | 12     | 4      | -            | 6      | 21     | 10           | 18     |
| 9                      | 10  | 36   | 2         | 48    | 4         | 1            | 3      | 35     | 26           | 15     | 39     | 27           | 24     |
| 1                      | 3   | 38   | 4         | 45    | 49        | 5            | 33     | 672    | 20           | 714    | 721    | 25           | 747    |
| 1                      | -   | -    | 1         | 1     | 1         | -            | -      | 1      | -            | -      | 2      | -            | -      |
| 9                      | 35  | 140  | 16        | 191   | 177       | 29           | 107    | 726    | 46           | 763    | 903    | 75           | 870    |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MONTHLY SUMMARY OF OPERATIONS

B-26

| PERIOD   | SAMPLES | A/C<br>CREDIT<br>SAMPLES | EFFECTIVE<br>SAMPLES | NON-EMPLOYMENT SAMPLES |      |       |       |
|----------|---------|--------------------------|----------------------|------------------------|------|-------|-------|
|          |         |                          |                      | TOTAL                  | WFL  | OTHER | TOTAL |
| November |         |                          |                      |                        |      |       |       |
| December | 928     | 844                      | 446                  | 75                     | 190  | 45    | 432   |
| January  | 510     | 585                      | 245                  | 35                     | 256  | 26    | 317   |
| February | 1169    | 980                      | 328                  | 46                     | 192  | 53    | 231   |
| March    | 1905    | 1742                     | 1755                 | 175                    | 152  | 132   | 459   |
| April    | 2523    | 2474                     | 1961                 | 49                     | 356  | 147   | 562   |
| May 1-3  | 152     | 63                       | 25                   | 6                      | 23   | 2     | 44    |
| TOTAL    | 7444    | 6446                     | 4971                 | 542                    | 1523 | 403   | 1768  |

P-47

| PERIOD   | SAMPLES | A/C<br>CREDIT<br>SAMPLES | EFFECTIVE<br>SAMPLES | NON-EMPLOYMENT SAMPLES |      |       |       |
|----------|---------|--------------------------|----------------------|------------------------|------|-------|-------|
|          |         |                          |                      | TOTAL                  | WFL  | OTHER | TOTAL |
| November | 5125    | 2882                     | 2611                 | 114                    | 158  | 55    | 327   |
| December | 5250    | 4986                     | 4775                 | 149                    | 251  | 95    | 495   |
| January  | 4879    | 4389                     | 4302                 | 146                    | 62   | 47    | 255   |
| February | 7115    | 6945                     | 6389                 | 111                    | 141  | 34    | 286   |
| March    | 12372   | 12712                    | 12432                | 133                    | 247  | 60    | 440   |
| April    | 11985   | 11520                    | 11544                | 158                    | 355  | 93    | 611   |
| May 1-3  | 1236    | 1123                     | 396                  | 17                     | 220  | 73    | 310   |
| TOTAL    | 46142   | 44816                    | 43219                | 830                    | 1661 | 432   | 2923  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C  
E

MONTHLY SUMMARY OF OPERATIONS

30.

BOATERS

| V/C<br>DIT<br>MES | EFFECTIVE<br>BOATERS | NON-EFFECTIVE BOATERS |      |       |       | TONS BOATS ON TARGET |       |       |        |
|-------------------|----------------------|-----------------------|------|-------|-------|----------------------|-------|-------|--------|
|                   |                      | DOWN.                 | SEA. | OTHER | TOTAL | IN                   | IB    | FRAG. | TOTAL  |
| 844               | 446                  | 19                    | 286  | 43    | 432   | 304.5                | 14.9  | 26.0  | 354.0  |
| 593               | 245                  | 33                    | 200  | 26    | 259   | 200.5                | 43.2  | -     | 454.7  |
| 950               | 328                  | 46                    | 142  | 53    | 231   | 1173.2               | 27.0  | 16.4  | 1322.6 |
| 722               | 1,000                | 135                   | 152  | 132   | 432   | 2,114.5              | 21.0  | 14.7  | 2732.5 |
| 474               | 1961                 | 43                    | 381  | 147   | 102   | 2574.3               | 102.0 | 394.0 | 3539.3 |
| 63                | 25                   | 6                     | 25   | 2     | 44    | 12.8                 | -     | -     | 46.0   |
| 446               | 4972                 | 3.2                   | 1323 | 403   | 170   | 7507.5               | 211.7 | 103.4 | 2243.6 |

PIGMEERS

| V/C<br>DIT<br>MES | EFFECTIVE<br>PIGMEERS | NON-EFFECTIVE PIGMEERS |      |       |       | TONS BOATS ON TARGET |        |        |         |
|-------------------|-----------------------|------------------------|------|-------|-------|----------------------|--------|--------|---------|
|                   |                       | DOWN.                  | SEA. | OTHER | TOTAL | IN                   | IB     | FRAG.  | TOTAL   |
| 882               | 2611                  | 114                    | 100  | 51    | 264   | 301.8                | 150.6  | 113.5  | 1045.9  |
| 995               | 4777                  | 149                    | 251  | 85    | 485   | 1319.0               | 103.0  | 100.0  | 2101.0  |
| 659               | 4302                  | 146                    | 62   | 47    | 277   | 1944.9               | 62.7   | 24.0   | 2102.1  |
| 945               | 6349                  | 111                    | 143  | 54    | 230   | 3113.1               | 290.4  | 17.8   | 3426.3  |
| 712               | 12432                 | 133                    | 247  | 50    | 440   | 3801.3               | 682.9  | 772.3  | 5257.0  |
| 620               | 11344                 | 158                    | 355  | 93    | 511   | 1503.0               | 650.0  | 911.0  | 2067.0  |
| 133               | 396                   | 17                     | 220  | 73    | 310   | -                    | -      | 10.3   | 10.3    |
| 816               | 43219                 | 830                    | 1661 | 432   | 2923  | 12007.6              | 1972.6 | 2049.4 | 16549.6 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

29.

DAILY RECORD OF OPERATIONS

| DAY   | P-26 |          | P-47 |          | P-5  |          | P-6  |          | B-10 |          | TOTAL |
|-------|------|----------|------|----------|------|----------|------|----------|------|----------|-------|
|       | DATE | REF. NO. | DATE | REF. NO. | DATE | REF. NO. | DATE | REF. NO. | DATE | REF. NO. |       |
| 1     | 69   | 25       | 221  | 174      |      |          | 15   | 8        |      |          |       |
| 2     |      |          | 152  | 15       |      |          | 2    | 2        |      |          |       |
| 3     |      |          | 215  | 149      |      |          | 10   | 8        |      |          |       |
| 4     |      |          | 60   | 56       |      |          | 10   | 8        | 2    | 2        | 1     |
| 5     |      |          | 74   | 52       |      |          | 8    | 8        |      |          |       |
| 6     |      |          | 252  | 219      | 6    | 6        | 24   | 24       |      |          |       |
| 7     |      |          | 232  | 222      | 2    | 2        | 24   | 24       |      |          |       |
| 8     |      |          |      |          |      |          |      |          |      |          |       |
| TOTAL | 69   | 25       | 1206 | 896      | 8    | 8        | 96   | 80       | 2    | 2        | 1     |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY RECORD OF C. J. MONTGOMERY

| 7   | P-5       |      | P-6  |      | BNU       |      | P-61 |      | TOTAL     |      |
|-----|-----------|------|------|------|-----------|------|------|------|-----------|------|
|     | NO. FILED | REF. | DATE | REF. | NO. FILED | REF. | DATE | REF. | NO. FILED | REF. |
| 174 |           |      | 15   | 6    |           |      | 5    | 2    | 511       | 207  |
| 15  |           |      | 2    | 2    |           |      | 6    | 5    | 160       | 22   |
| 149 |           |      | 10   | 6    |           |      | 9    | 7    | 234       | 134  |
| 56  |           |      | 10   | 8    | 2         | 2    | 10   | 9    | 82        | 77   |
|     |           |      |      |      |           |      | 4    | 1    | 4         | 1    |
| 52  |           |      | 8    | 8    |           |      | 1    | -    | 83        | 60   |
| 219 | 6         | 6    | 24   | 24   |           |      | 9    | 5    | 251       | 254  |
| 222 | 2         | 2    | 24   | 24   |           |      |      |      | 252       | 255  |
| 896 | 8         | 8    | 96   | 80   | 2         | 2    | 42   | 29   | 1425      | 1040 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

DAILY RECORD OF OPERATIONS

| APRIL | B-26   |         | P-47   |         | P-5    |         | P-6    |         | B-24   |         |
|-------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
|       | COMBAT | ALT. S. | COMBAT | ALT. S. | COMBAT | ALT. S. | COMBAT | ALT. S. | COMBAT | ALT. S. |
| 1     | 116    | 112     | 730    | 733     |        |         | 58     | 52      | 6      | 6       |
| 2     | 100    | 98      | 430    | 410     |        |         | 34     | 34      | 3      | 2       |
| 3     |        |         | 124    | 115     |        |         | 16     | 16      | 5      | 2       |
| 4     | 33     | 19      | 640    | 630     | 4      | 3       | 62     | 57      | 5      | 2       |
| 5     | 114    | 72      | 536    | 532     | 2      | 4       | 44     | 44      | 7      | 5       |
| 6     | 73     | 72      | 365    | 333     |        |         | 24     | 24      | 1      | 1       |
| 7     |        |         | 231    | 227     | 14     | 6       | 34     | 34      | 1      | 0       |
| 8     | 111    | 100     | 771    | 755     | 41     | 35      | 70     | 70      | 8      | 6       |
| 9     | 140    | 137     | 692    | 679     | 30     | 30      | 60     | 60      | 7      | 4       |
| 10    | 132    | 136     | 682    | 661     | 35     | 34      | 60     | 69      | 7      | 6       |
| 11    | 109    | 107     | 586    | 577     | 26     | 26      | 74     | 72      | 6      | 2       |
| 12    |        |         | 377    | 350     |        |         | 60     | 60      | 5      | 3       |
| 13    |        |         | 12     | 0       |        |         | 4      | 4       |        |         |
| 14    | 95     | 90      | 388    | 370     |        |         | 56     | 56      | 3      | 6       |
| 15    | 145    | 136     | 372    | 350     | 19     | 3       | 60     | 66      | 7      | 6       |
| 16    | 254    | 209     | 559    | 506     | 27     | 27      | 60     | 60      | 8      | 5       |
| 17    | 116    | 113     | 450    | 447     | 19     | 16      | 60     | 60      | 6      | 5       |
| 18    | 125    | 47      | 470    | 469     | 15     | 15      | 60     | 66      | 3      | 2       |
| 19    | 94     | 1       | 412    | 407     | 20     | 14      | 60     | 56      | 10     | 5       |
| 20    | 90     | 72      | 431    | 430     | 30     | 30      | 50     | 50      | 4      | 3       |
| 21    |        |         | 410    | 370     |        |         | 54     | 50      | 5      | 2       |
| 22    |        |         | 213    | 139     |        |         | 34     | 34      | 4      | 1       |
| 23    |        |         | 190    | 176     |        |         | 26     | 16      | 3      | 1       |
| 24    | 128    | 102     | 406    | 396     | 11     | 6       | 64     | 64      | 1      | 1       |
| 25    | 123    | 109     | 402    | 397     | 26     | 26      | 70     | 68      | 1      | 0       |
| 26    | 125    | 0       | 342    | 338     | 7      | 1       | 62     | 62      | 3      | 2       |
| 27    |        |         | 226    | 169     |        |         | 20     | 20      | 2      | 1       |
| 28    |        |         | 60     | 43      |        |         | 6      | 4       |        |         |
| 29    |        |         | 202    | 156     |        |         | 28     | 26      |        |         |
| 30    | 288    | 231     | 195    | 129     |        |         | 8      | 8       |        |         |
| TOTAL | 2523   | 1961    | 11955  | 11344   | 332    | 280     | 1123   | 1306    | 126    | 79      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C

DAILY REPORT OF OPERATIONS

20.

| 47      | P-5   |         | P-6   |         | BIAU  |         | P-01  |         | TOTAL |         |
|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|
| REF. S. | SCHEM | REF. S. | SCHEM | REF. S. | SCHEM | REF. S. | SCHEM | REF. S. | SCHEM | REF. S. |
| 733     |       |         | 55    | 52      | 6     | 6       |       |         | 916   | 903     |
| 410     |       |         | 34    | 34      | 3     | 2       |       |         | 575   | 542     |
| 115     |       |         | 16    | 16      | 5     | 2       |       |         | 145   | 133     |
| 630     | 4     | 3       | 62    | 57      | 5     | 2       |       |         | 750   | 711     |
| 532     | 8     | 4       | 44    | 44      | 7     | 5       |       |         | 709   | 657     |
| 333     |       |         | 24    | 24      | 1     | 1       |       |         | 463   | 430     |
| 227     | 14    | 0       | 34    | 34      | 1     | 0       |       |         | 260   | 269     |
| 755     | 41    | 35      | 70    | 70      | 8     | 6       |       |         | 1001  | 966     |
| 679     | 30    | 30      | 60    | 60      | 7     | 4       |       |         | 937   | 918     |
| 661     | 35    | 34      | 69    | 69      | 7     | 6       |       |         | 932   | 906     |
| 577     | 26    | 26      | 74    | 72      | 6     | 2       |       |         | 801   | 704     |
| 356     |       |         | 60    | 60      | 5     | 3       |       |         | 442   | 419     |
| 0       |       |         | 4     | 4       |       |         |       |         | 16    | 4       |
| 370     |       |         | 56    | 56      | 3     | 6       |       |         | 547   | 531     |
| 350     | 19    | 3       | 66    | 66      | 7     | 6       |       |         | 611   | 561     |
| 556     | 27    | 27      | 68    | 68      | 8     | 5       |       |         | 916   | 845     |
| 447     | 19    | 18      | 60    | 60      | 6     | 5       |       |         | 551   | 543     |
| 469     | 15    | 15      | 60    | 66      | 3     | 2       |       |         | 607   | 599     |
| 407     | 20    | 14      | 60    | 56      | 10    | 5       |       |         | 506   | 433     |
| 430     | 30    | 30      | 50    | 50      | 4     | 3       | 5     | 4       | 610   | 597     |
| 375     |       |         | 54    | 50      | 5     | 2       | 4     | 4       | 482   | 431     |
| 139     |       |         | 34    | 34      | 4     | 1       | 2     | 1       | 253   | 175     |
| 176     |       |         | 26    | 16      | 3     | 1       | 2     | 1       | 221   | 184     |
| 396     | 11    | 6       | 64    | 64      | 1     | 1       | 5     | 5       | 615   | 574     |
| 397     | 26    | 26      | 70    | 68      | 1     | 0       | 11    | 11      | 633   | 611     |
| 338     | 7     | 1       | 62    | 62      | 3     | 2       | 9     | 9       | 540   | 412     |
| 169     |       |         | 20    | 20      | 2     | 1       | 5     | 3       | 253   | 193     |
| 163     |       |         | 6     | 4       |       |         | 1     | 1       | 75    | 48      |
| 150     |       |         | 24    | 26      |       |         | 17    | 10      | 242   | 182     |
| 129     |       |         | 8     | 8       |       |         | 7     | 5       | 40    | 37      |
| 11344   | 332   | 200     | 123   | 1366    | 126   | 79      | 62    | 54      | 16421 | 15104   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

27.

DAILY RECORD OF OPERATIONS

| MARCH | P-26 |           | P-47  |           | P-9  |           | P-6  |           | P-11 |           |
|-------|------|-----------|-------|-----------|------|-----------|------|-----------|------|-----------|
|       | AMT. | DIS. SORT | AMT.  | DIS. SORT | AMT. | DIS. SORT | AMT. | DIS. SORT | AMT. | DIS. SORT |
| 1     | 94   | 12        | 108   | 395       | 21   | 15        | 40   | 38        | 4    | 3         |
| 2     | 94   | 80        | 585   | 500       | 21   | 15        | 54   | 50        |      |           |
| 3     | 107  | 19        | 308   | 372       | 10   | 6         | 52   | 30        | 5    | 4         |
| 4     |      |           | 108   | 11        |      |           | 12   | 12        | 4    | 3         |
| 5     |      |           | 102   | 146       |      |           | 34   | 14        |      |           |
| 6     |      |           |       |           |      |           | 50   | 20        | 1    | 1         |
| 7     |      |           |       |           |      |           |      |           |      |           |
| 8     |      |           |       |           |      |           |      |           |      |           |
| 9     |      |           | 241   | 233       | 3    | 1         |      |           |      |           |
| 10    | 19   | 17        | 207   | 200       |      |           | 26   | 20        | 4    | 3         |
| 11    | 20   | 10        | 190   | 101       |      |           | 50   | 10        | 1    | 1         |
| 12    | 59   | 21        | 56    | 56        |      |           | 4    | 0         | 1    | 1         |
| 13    | 122  | 110       | 421   | 411       | 21   | 19        | 40   | 40        | 4    | 3         |
| 14    | 18   | 10        | 413   | 409       | 12   | 12        | 40   | 40        | 1    | 1         |
| 15    | 229  | 135       | 940   | 943       | 30   | 29        | 74   | 74        | 2    | 2         |
| 16    | 214  | 195       | 905   | 872       | 11   | 11        | 70   | 70        | 0    | 6         |
| 17    | 20   | 0         | 315   | 317       | 6    | 0         | 54   | 54        |      |           |
| 18    | 130  | 113       | 190   | 933       | 18   | 10        | 06   | 00        | 0    | 5         |
| 19    | 132  | 120       | 909   | 909       | 20   | 16        | 08   | 00        | 5    | 5         |
| 20    | 130  | 55        | 500   | 504       | 0    | 0         | 52   | 50        | 15   | 13        |
| 21    | 95   | 90        | 321   | 313       | 9    | 9         | 20   | 28        | 6    | 5         |
| 22    | 110  | 105       | 609   | 601       | 12   | 11        | 34   | 34        | 11   | 0         |
| 23    | 110  | 105       | 571   | 561       | 17   | 16        | 00   | 00        | 2    | 8         |
| 24    | 104  | 92        | 545   | 540       | 22   | 21        | 02   | 62        | 10   | 9         |
| 25    |      |           | 559   | 557       |      |           | 00   | 60        | 7    | 7         |
| 26    |      |           | 933   | 900       | 2    | 2         | 50   | 56        | 8    | 7         |
| 27    |      |           | 316   | 161       |      |           | 11   | 10        | 11   | 5         |
| 28    |      |           | 58    | 49        |      |           |      |           |      |           |
| 29    |      |           |       |           |      |           |      |           |      |           |
| 30    |      |           | 77    | 69        |      |           |      |           |      |           |
| 31    | 118  | 65        | 863   | 852       | 9    | 4         | 60   | 60        | 8    | 7         |
| TOTAL | 1905 | 1466      | 12872 | 12132     | 262  | 221       | 1170 | 1068      | 130  | 107       |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY RECORD OF OPERATIONS

| PORT | F-5  |        | F-6  |        | F-4U |        | TOTAL |        |
|------|------|--------|------|--------|------|--------|-------|--------|
|      | ACFT | PERSON | ACFT | PERSON | ACFT | PERSON | ACFT  | PERSON |
| 85   | 21   | 15     | 43   | 38     | 4    | 3      | 476   | 439    |
| 89   | 21   | 15     | 54   | 52     |      |        | 693   | 660    |
| 72   | 15   | 6      | 52   | 35     | 6    | 4      | 570   | 439    |
| 80   |      |        | 12   | 12     | 4    | 3      | 154   | 101    |
| 46   |      |        | 34   | 24     |      |        | 106   | 160    |
|      |      |        | 38   | 26     | 1    | 1      | 39    | 27     |
| 33   | 3    | 1      |      |        |      |        | 244   | 239    |
| 80   |      |        | 26   | 26     | 4    | 3      | 256   | 246    |
| 84   |      |        | 50   | 12     | 1    | 1      | 263   | 215    |
| 56   |      |        | 4    | 0      | 1    | 1      | 100   | 78     |
| 11   | 21   | 15     | 40   | 40     | 4    | 3      | 608   | 589    |
| 09   | 12   | 12     | 58   | 45     | 1    | 1      | 492   | 488    |
| 43   | 30   | 25     | 74   | 74     | 2    | 2      | 1203  | 1231   |
| 72   | 11   | 11     | 75   | 75     | 3    | 6      | 1296  | 1262   |
| 47   | 6    | 0      | 54   | 54     |      |        | 435   | 401    |
| 83   | 18   | 15     | 66   | 66     | 0    | 5      | 1219  | 1167   |
| 89   | 20   | 10     | 68   | 61     | 5    | 5      | 1234  | 1206   |
| 84   | 8    | 8      | 52   | 52     | 15   | 13     | 715   | 712    |
| 13   | 9    | 9      | 28   | 28     | 6    | 5      | 489   | 450    |
| 81   | 12   | 11     | 34   | 34     | 11   | 8      | 776   | 759    |
| 61   | 17   | 15     | 60   | 60     | 2    | 3      | 706   | 750    |
| 40   | 22   | 21     | 62   | 62     | 10   | 9      | 743   | 724    |
| 57   |      |        | 60   | 60     | 7    | 7      | 616   | 624    |
| 80   | 2    | 2      | 50   | 56     | 8    | 7      | 1004  | 965    |
| 61   |      |        | 12   | 10     | 11   | 5      | 339   | 176    |
| 49   |      |        |      |        |      |        | 58    | 49     |
| 69   |      |        |      |        |      |        | 77    | 69     |
| 52   | 9    | 4      | 60   | 60     | 6    | 7      | 1058  | 988    |
| 32   | 262  | 221    | 1170 | 1068   | 130  | 107    | 16339 | 15294  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY REPORT OF FILINGS

| F.F.<br>1945 | D-26  |           | -4.7  |           | -5    |       | -6    |       | TOTAL |           |
|--------------|-------|-----------|-------|-----------|-------|-------|-------|-------|-------|-----------|
|              | CHIEF | INT. SEC. | CIVIL | INT. SEC. | CHIEF | T. S. | CHIEF | T. S. | CIVIL | INT. SEC. |
| 1            |       |           | 77    | 27        |       |       |       |       |       |           |
| 2            | 69    | 74        | 176   | 155       | 13    | 13    | 12    | 12    | 7     | 5         |
| 3            |       |           | 103   | 95        |       |       | 12    | 11    | 2     | 2         |
| 4            |       |           | 136   | 110       |       |       | 4     | 2     | 1     | 1         |
| 5            |       |           |       |           |       |       |       |       |       |           |
| 6            | 1     | 1         | 130   | 94        |       |       | 22    | 21    |       |           |
| 7            |       |           |       |           |       |       | 4     | 3     |       |           |
| 8            | 103   | 92        | 434   | 412       | 10    | 9     | 60    | 58    | 3     | 2         |
| 9            | 101   | 31        | 410   | 387       | 11    | -     | 42    | 36    |       |           |
| 10           |       |           | 130   | 131       |       |       |       |       | 4     | 2         |
| 11           |       |           | 104   | 103       | 10    | 5     | 22    | 22    | 2     | 1         |
| 12           |       |           |       |           |       |       |       |       |       |           |
| 13           | 46    | -         | 439   | 477       | 6     | 3     | 53    | 50    | 3     | 2         |
| 14           | 87    | 13        | 590   | 590       | 20    | 13    | 60    | 60    | 3     | 2         |
| 15           | 109   | 95        | 113   | 111       | 13    | 13    | 56    | 54    | 4     | 2         |
| 16           |       |           | 553   | 330       | 13    | 13    | 56    | 56    | 44    | 3         |
| 17           |       |           |       |           |       |       |       |       | 2     | -         |
| 18           |       |           | 1     | 1         |       |       |       |       |       |           |
| 19           |       |           |       |           |       |       |       |       |       |           |
| 20           | 103   | 66        | 290   | 273       |       |       | 44    | 44    |       |           |
| 21           |       |           | 90    | 92        |       |       | 14    | 14    | 5     | 3         |
| 22           | 103   | 71        | 305   | 300       | 10    | 1     | 50    | 46    |       |           |
| 23           | 111   | 13        | 510   | 507       | 10    | 11    | 63    | 60    | 5     | 5         |
| 24           | 104   | 11        | 473   | 469       | 8     |       | 50    | 50    | 1     | -         |
| 25           | 45    | 4         | 172   | 156       |       |       | 14    | 14    | 4     | 3         |
| 26           | 90    | 11        | 335   | 330       | 14    | 14    | 60    | 60    | 7     | 3         |
| 27           |       |           | 122   | 112       |       |       | 18    | 8     | 4     | 3         |
| 28           |       |           | 25    | 25        |       |       |       |       |       |           |
| 29           |       |           | 400   | 397       | 11    | 11    | 32    | 32    | 3     | 2         |
| TOTAL        | 1109  | 380       | 7145  | 6659      | 162   | 157   | 810   | 770   | 61    | 39        |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

26.

DAILY REPORT OF SALES

| 4-7  | 4-5  | 4-6  | TOTAL |      |
|------|------|------|-------|------|
| DATE | DATE | DATE | DATE  | DATE |
| DATE | DATE | DATE | DATE  | DATE |
| 27   | 13   | 13   | 13    | 13   |
| 153  |      | 12   | 12    | 12   |
| 93   |      | 4    | 4     | 4    |
| 110  |      | 22   | 22    | 22   |
| 94   |      | 4    | 4     | 4    |
| 412  | 10   | 9    | 9     | 9    |
| 397  | 11   | -    | -     | -    |
| 135  |      | 22   | 22    | 22   |
| 183  | 10   | 5    | 5     | 5    |
| 477  | 6    | 3    | 3     | 3    |
| 590  | 20   | 19   | 19    | 19   |
| 511  | 18   | 18   | 18    | 18   |
| 330  | 13   | 13   | 13    | 13   |
| 1    |      |      |       |      |
| 273  |      | 14   | 14    | 14   |
| 92   |      | 14   | 14    | 14   |
| 390  | 10   | 10   | 10    | 10   |
| 597  | 10   | 10   | 10    | 10   |
| 489  | 8    | 8    | 8     | 8    |
| 156  |      | 14   | 14    | 14   |
| 635  | 14   | 14   | 14    | 14   |
| 142  |      | 16   | 16    | 16   |
| 397  | 11   | 11   | 11    | 11   |
| 6659 | 162  | 137  | 110   | 770  |
|      |      |      | 61    | 39   |
|      |      |      | 287   | 2633 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

23.

MONTHLY RECORD OF OPERATIONS

| JAN.  | D-26  |       | -47   |       | -5    |       | P-6   |       | REU   |       |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|       | DETH. | WOUN. | DETH. | WOUN. | DETH. | WOUN. | DETH. | WOUN. | DETH. | WOUN. |
| 1     | 13    | 13    | 474   | 406   | 10    | 10    | 54    | 52    | 0     | 0     |
| 2     | 56    | 56    | 404   | 339   | 6     | 6     | 42    | 40    | 10    | 10    |
| 3     |       |       |       |       |       |       |       |       | 1     | 1     |
| 4     |       |       | 159   | 152   |       |       | 6     | 2     |       |       |
| 5     |       |       | 242   | 215   | 9     | 9     | 50    | 48    |       |       |
| 6     |       |       |       |       |       |       | 2     | 2     |       |       |
| 7     |       |       | 6     | 4     |       |       |       |       |       |       |
| 8     |       |       | 61    | 52    |       |       | 10    | 10    |       |       |
| 9     |       |       | 133   | 113   | 3     | 3     | 11    | 11    |       |       |
| 10    |       |       | 231   | 271   |       |       | 10    | 6     | 2     | 2     |
| 11    |       |       |       |       |       |       |       |       | 1     | 1     |
| 12    |       |       | 6     | 6     |       |       |       |       |       |       |
| 13    |       |       | 303   | 305   | 9     | 9     | 30    | 30    |       |       |
| 14    |       |       | 470   | 471   | 9     | 9     | 46    | 46    | 2     | 2     |
| 15    |       |       | 135   | 128   | 10    | 9     | 10    | 10    | 5     | 5     |
| 16    | 54    | 49    | 472   | 461   | 8     | 3     | 44    | 44    |       |       |
| 17    | 24    | 0     |       |       |       |       |       |       | 4     | 4     |
| 18    |       |       |       |       |       |       |       |       |       |       |
| 19    | 71    | 0     | 230   | 220   | 2     | 0     | 12    | 12    |       |       |
| 20    |       |       | 83    | 70    |       |       |       |       | 2     | 2     |
| 21    |       |       | 12    | 11    |       |       |       |       |       |       |
| 22    | 105   | 0     | 324   | 296   |       |       | 3     | 6     |       |       |
| 23    |       |       | 128   | 122   |       |       | 6     | 6     |       |       |
| 24    |       |       | 109   | 106   |       |       | 18    | 18    |       |       |
| 25    |       |       |       |       |       |       |       |       |       |       |
| 26    |       |       | 113   | 90    |       |       | 4     | 2     |       |       |
| 27    |       |       |       |       |       |       |       |       |       |       |
| 28    |       |       |       |       |       |       |       |       |       |       |
| 29    | 91    | 43    | 303   | 361   | 6     | 6     | 41    | 40    |       |       |
| 30    |       |       | 51    | 32    |       |       | 16    | 14    | 3     | 3     |
| 31    |       |       |       |       |       |       |       |       |       |       |
| TOTAL | 510   | 245   | 4579  | 4302  | 72    | 68    | 408   | 389   | 36    | 2     |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY RECORD OF OPERATIONS

| 4-47       | 1-5    |        | 1-6  |        | 1-10 |        | TOTAL |        |
|------------|--------|--------|------|--------|------|--------|-------|--------|
| DEPT. OPT. | COMPL. | REWORK | REL. | REWORK | REL. | REWORK | REL.  | REWORK |
| 406        | 10     | 10     | 34   | 30     | 5    | 5      | 35    | 30     |
| 309        | 6      | 6      | 44   | 40     | 10   | 5      | 54    | 528    |
|            |        |        |      |        | 1    | 0      | 1     | 0      |
| 152        |        |        | 6    | 2      |      |        | 105   | 154    |
| 215        | 2      | 0      | 10   | 10     |      |        | 100   | 271    |
|            |        |        | 2    | 2      |      |        | 2     | 2      |
| 4          |        |        |      |        |      |        | 2     | 4      |
| 52         |        |        | 10   | 10     |      |        | 73    | 64     |
| 100        | 3      | 3      | 1    | 1      |      |        | 130   | 111    |
| 271        |        |        | 10   | 6      | 2    | 0      | 203   | 279    |
|            |        |        |      |        | 1    | 1      | 1     | 1      |
| 0          |        |        |      |        |      |        | 0     | 8      |
| 325        | 9      | 9      | 30   | 30     |      |        | 300   | 364    |
| 471        | 9      | 9      | 40   | 40     | 2    | 1      | 35    | 527    |
| 128        | 10     | 9      | 10   | 10     | 5    | 3      | 100   | 158    |
| 461        | 8      | 0      | 44   | 44     |      |        | 570   | 562    |
|            |        |        |      |        | 4    | 1      | 10    | 2      |
|            |        |        | 1    | 1      |      |        | 1     | 1      |
| 220        | 2      | 0      | 12   | 12     |      |        | 310   | 232    |
| 70         |        |        |      |        | 2    | 0      | 35    | 70     |
| 11         |        |        |      |        |      |        | 12    | 11     |
| 296        |        |        | 3    | 6      |      |        | 437   | 302    |
| 102        |        |        | 6    | 6      |      |        | 134   | 120    |
| 106        |        |        | 13   | 10     |      |        | 127   | 124    |
|            |        |        |      |        |      |        |       |        |
| 90         |        |        | 4    | 2      |      |        | 117   | 92     |
|            |        |        |      |        |      |        |       |        |
| 361        | 6      | 6      | 41   | 40     |      |        | 521   | 450    |
| 38         |        |        | 16   | 14     | 3    | 3      | 70    | 95     |
| 4302       | 72     | 60     | 408  | 369    | 36   | 22     | 5605  | 5026   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MONTHLY RECORD OF OPERATIONS

| DNO.  | 2-47  |         | 3-48  |         | 4-49  |         | 5-50  |         | P  |
|-------|-------|---------|-------|---------|-------|---------|-------|---------|----|
|       | MONTH | REVENUE | MONTH | REVENUE | MONTH | REVENUE | MONTH | REVENUE |    |
| 1     | 214   | 207     | 12    | 12      | 3     | 5       | 13    | 16      |    |
| 2     | 235   | 114     |       |         | 3     | 3       | 31    | 10      |    |
| 3     | 165   | 159     |       |         |       |         | 10    | 10      | 2  |
| 4     | 83    | 71      |       |         | 3     | 3       | 10    | 10      |    |
| 5     | 203   | 174     | 53    | 0       |       |         | 10    | 20      | 1  |
| 6     | 12    | 40      |       |         |       |         | 10    | 10      |    |
| 7     |       |         |       |         |       |         |       |         | 5  |
| 8     | 208   | 170     |       |         |       |         | 10    | 10      |    |
| 9     | 27    | 10      |       |         |       |         |       |         | 2  |
| 10    | 123   | 119     | 84    | 6       |       |         | 10    | 0       | 5  |
| 11    |       |         |       |         |       |         | 14    | 14      |    |
| 12    | 201   | 190     |       |         | 12    |         | 10    | 10      |    |
| 13    | 16    | 0       | 52    | 0       | 1     | 1       |       | 0       | 1  |
| 14    | 101   | 80      | 102   | 24      |       |         |       |         |    |
| 15    |       |         |       |         |       |         |       |         | 2  |
| 16    | 291   | 273     |       |         | 7     |         | 14    | 14      | 2  |
| 17    | 343   | 332     | 113   | 100     | 19    | 10      | 10    | 10      | 7  |
| 18    | 100   | 119     |       |         |       |         | 4     | 0       | 4  |
| 19    | 175   | 170     | 60    | 15      | 2     | 0       | 4     | 4       | 1  |
| 20    |       |         |       |         |       |         |       |         | 1  |
| 21    | 60    | 52      |       |         |       |         |       |         |    |
| 22    | 142   | 95      |       |         |       |         |       |         | 1  |
| 23    | 242   | 237     | 103   | 56      |       |         | 2     | 2       | 3  |
| 24    | 357   | 310     | 60    | 13      | 6     | 7       | 12    | 30      | 5  |
| 25    | 349   | 332     | 57    | 35      | 20    | 20      | 16    | 12      | 6  |
| 26    | 320   | 290     | 39    | 37      | 14    | 14      | 10    | 10      | 6  |
| 27    | 279   | 275     |       |         | 17    | 17      | 10    | 34      | 8  |
| 28    | 143   | 140     |       |         | 6     | 0       | 14    | 14      | 6  |
| 29    | 104   | 177     | 80    | 6       |       |         | 18    | 18      |    |
| 30    | 341   | 330     | 79    | 66      |       |         | 30    | 20      | 4  |
| 31    | 207   | 194     |       |         | 10    | 2       | 20    | 26      | 2  |
| TOTAL | 5260  | 4775    | 920   | 146     | 136   | 116     | 470   | 454     | 79 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY RECORD OF COUNTRIES

64.

| B-20 |         | A-1  |        | F-6  |        | F-10 |        | TOTAL |        |
|------|---------|------|--------|------|--------|------|--------|-------|--------|
| DATE | REMARKS | REF. | ALFORD | REF. | ALFORD | REF. | ALFORD | REF.  | ALFORD |
| 72   | 12      | 8    | 5      | 16   | 16     |      |        | 300   | 210    |
|      |         | 8    | 3      | 30   | 30     |      |        | 201   | 255    |
|      |         | 8    | 8      | 10   | 10     | 2    | 0      | 197   | 169    |
| 53   | 0       |      |        | 10   | 10     |      |        | 101   | 89     |
|      |         |      |        | 20   | 20     | 1    | 1      | 277   | 195    |
|      |         |      |        | 10   | 10     |      |        | 52    | 50     |
|      |         |      |        |      |        | 5    | 2      | 5     | 2      |
|      |         |      |        | 20   | 10     |      |        | 220   | 160    |
| 84   | 6       |      |        | 1    | 0      | 2    | 1      | 10    | 17     |
|      |         |      |        | 10   | 10     | 5    | 3      | 11    | 128    |
|      |         |      |        | 10   | 10     |      |        | 14    | 14     |
| 52   | 0       | 10   | 0      | 10   | 10     |      |        | 227   | 209    |
| 52   | 24      | 1    | 1      |      | 0      | 1    | 0      | 72    | 1      |
|      |         |      |        |      |        |      |        | 203   | 104    |
|      |         |      |        |      |        | 2    | 1      | 2     | 1      |
| 13   | 100     | 7    | 5      | 10   | 10     | 2    | 0      | 314   | 297    |
|      |         | 15   | 10     | 20   | 20     | 7    | 4      | 511   | 432    |
| 60   | 45      | 2    |        | 4    | 4      | 4    | 3      | 195   | 122    |
|      |         |      |        |      |        | 1    | 0      | 212   | 219    |
|      |         |      |        |      |        | 1    | 1      | 1     | 1      |
|      |         |      |        |      |        |      |        | 10    | 52     |
| 03   | 26      |      |        | 2    | 2      | 1    | 0      | 115   | 97     |
| 53   | 13      | 8    | 7      | 10   | 30     | 0    | 5      | 210   | 290    |
| 77   | 35      | 20   | 20     | 40   | 40     | 5    | 4      | 476   | 410    |
| 59   | 37      | 14   | 14     | 40   | 40     | 6    | 4      | 450   | 433    |
|      |         | 17   | 17     | 30   | 34     | 6    | 4      | 419   | 391    |
|      |         | 6    | 6      | 14   | 14     | 6    | 5      | 340   | 330    |
| 00   | 6       |      |        | 18   | 10     |      |        | 171   | 167    |
| 79   | 66      |      |        | 30   | 20     | 4    | 3      | 282   | 291    |
|      |         | 10   | 2      | 20   | 26     | 2    | 1      | 454   | 427    |
|      |         |      |        |      |        |      |        | 245   | 226    |
| 28   | 146     | 136  | 116    | 176  | 154    | 75   | 46     | 6081  | 5837   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
C

23.

DAILY RECORD OF OBSERVATIONS

| NOV.  | F-47  |           | F-5   |           | F-6   |           | F-4U  |           | TOTAL |
|-------|-------|-----------|-------|-----------|-------|-----------|-------|-----------|-------|
|       | SCITE | REF. SIG. | SCITE | REF. SIG. | SCITE | REF. SIG. | SCITE | REF. SIG. |       |
| 1     | 114   | 101       | 17    | 13        | 14    | 14        | 1     | 1         | 1     |
| 2     |       |           |       |           |       |           | 1     | 1         |       |
| 3     | 57    | 56        |       |           |       |           | 1     | 1         |       |
| 4     | 128   | 97        |       |           |       |           | 3     | 3         |       |
| 5     | 113   | 111       |       |           | 8     | 6         | 5     | 5         |       |
| 6     | 6     | 2         |       |           |       |           | 5     | 5         |       |
| 7     |       |           |       |           |       |           | 4     | 4         |       |
| 8     | 161   | 150       |       |           | 6     | 6         |       |           |       |
| 9     | 93    | 67        | 1     | 0         | 0     | 4         |       |           |       |
| 10    | 20    | 10        | 1     | 0         |       |           |       |           |       |
| 11    | 34    | 32        |       |           | 2     | 2         | 4     | 1         |       |
| 12    |       |           |       |           |       |           | 2     | 2         |       |
| 13    | 20    | 10        |       |           |       |           | 3     | 2         |       |
| 14    |       |           |       |           |       |           | 1     | 1         |       |
| 15    | 35    | 27        |       |           |       |           |       |           |       |
| 16    | 164   | 109       |       |           | 4     | 2         | 1     | 0         |       |
| 17    | 377   | 307       | 8     | 6         | 30    | 30        | 4     | 2         |       |
| 18    | 402   | 309       | 5     | 5         | 40    | 40        | 5     | 4         |       |
| 19    | 435   | 422       | 13    | 5         | 40    | 40        | 7     | 5         |       |
| 20    | 109   | 90        |       |           | 12    | 12        |       | 7         |       |
| 21    | 181   | 23        |       |           | 2     | 2         |       |           |       |
| 22    | 61    | 20        |       |           |       |           | 7     | 6         |       |
| 23    |       |           |       |           |       |           |       |           |       |
| 24    |       |           |       |           |       |           |       |           |       |
| 25    | 103   | 156       | 8     | 7         | 36    | 24        |       |           |       |
| 26    | 253   | 187       |       |           | 10    | 12        | 6     | 4         |       |
| 27    | 130   | 105       |       |           | 14    | 14        | 5     | 4         |       |
| 28    |       |           |       |           |       |           |       |           |       |
| 29    |       |           |       |           |       |           |       |           |       |
| 30    |       |           |       |           |       |           |       |           |       |
| TOTAL | 3125  | 2611      | 53    | 36        | 240   | 222       | 78    | 61        | 349   |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

DAILY RECORD OF OPERATIONS

| F-5  |           | F-6  |           | BEAU. |           | TOTAL |           |
|------|-----------|------|-----------|-------|-----------|-------|-----------|
| DATE | INT. DATE | DATE | INT. DATE | DATE  | INT. DATE | DATE  | INT. DATE |
| 17   | 13        | 14   | 14        | 1     | 1         | 151   | 134       |
|      |           |      |           | 1     | 1         | 1     | 1         |
|      |           |      |           | 1     | 1         | 90    | 56        |
|      |           |      |           | 3     | 3         | 131   | 100       |
|      |           | 3    | 6         | 5     | 5         | 126   | 122       |
|      |           |      |           | 5     | 5         | 11    | 7         |
|      |           |      |           | 4     | 4         | 1     | 4         |
|      |           | 6    | 6         |       |           | 157   | 122       |
| 1    | 0         | 0    | 4         |       |           | 102   | 71        |
| 1    | 0         |      |           | 4     | 1         | 1     | 11        |
|      |           | 2    | 2         | 2     | 2         | 50    | 35        |
|      |           |      |           | 3     | 2         | 3     | 2         |
|      |           |      |           | 1     | 1         | 21    | 19        |
|      |           |      |           |       |           | 35    | 27        |
|      |           | 4    | 2         | 1     | 0         | 160   | 111       |
| 8    | 6         | 30   | 30        | 4     | 2         | 425   | 400       |
| 5    | 5         | 40   | 40        | 5     | 4         | 458   | 443       |
| 13   | 5         | 40   | 40        | 7     | 5         | 495   | 472       |
|      |           | 12   | 10        | 0     | 7         | 129   | 109       |
|      |           | 1    | 1         |       |           | 185   | 57        |
|      |           | 2    | 2         | 7     | 0         | 70    | 24        |
| 8    | 7         | 16   | 24        |       |           | 217   | 137       |
|      |           | 10   | 12        | 6     | 4         | 277   | 203       |
|      |           | 17   | 14        | 5     | 4         | 150   | 123       |
| 53   | 36        | 240  | 222       | 79    | 61        | 3496  | 2930      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

ACCEPTED FOR DEPOSIT  
IN THE  
LIBRARY OF CONGRESS

| SYMBOL | 1961    |   |   |          |   |   | 1962     |   |   |   |
|--------|---------|---|---|----------|---|---|----------|---|---|---|
|        | OCTOBER |   |   | NOVEMBER |   |   | DECEMBER |   |   |   |
|        | 1       | 2 | 3 | 4        | 5 | 6 | 1        | 2 | 3 | 4 |
| 1-23   | -       | - | - | -        | - | - | -        | - | - | - |
| 1-47   | 1       | - | 1 | 3        | 1 | - | -        | - | 1 | 1 |
| 1-6    | -       | - | - | -        | - | - | -        | - | - | - |
| 1-6    | -       | 1 | 1 | -        | - | 1 | -        | - | - | - |
| Beau   | -       | - | - | -        | - | - | -        | - | - | - |
| 1-61   | -       | - | - | -        | - | 1 | -        | - | - | - |

| SYMBOL | 1961 |    |    |    |    |    | 1962 |    |   |    |
|--------|------|----|----|----|----|----|------|----|---|----|
|        | 1    | 2  | 3  | 4  | 5  | 6  | 1    | 2  | 3 | 4  |
| 1-23   | 1    | 12 | 47 | 7  | -  | 10 | 1    | 3  | 1 | 15 |
| 1-47   | 17   | 9  | 10 | 15 | 13 | 10 | 1    | 10 | 1 | 10 |
| 1-6    | 1    | 2  | 3  | 3  | -  | -  | 1    | 1  | - | 1  |
| 1-6    | 16   | -  | 23 | 9  | -  | 10 | 1    | 2  | - | 13 |
| Beau   | 1    | 1  | 10 | -  | 2  | 10 | 1    | -  | - | 5  |
| 1-61   | 2    | -  | 2  | 2  | -  | 4  | -    | 1  | - | 1  |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

21.

SECRET AND CONTROL OF INFORMATION  
SECRET  
-SECRET-

| TYPE /C | 1/2 LOCUS |       |       |                |                 |                       | CODE CHART |       |       |       |
|---------|-----------|-------|-------|----------------|-----------------|-----------------------|------------|-------|-------|-------|
|         | 1/2 LOCUS |       |       | NON-CLASSIFIED |                 | TOTAL<br>ALL<br>LOCUS | CODE CHART |       |       |       |
|         | ALL       | CH. 1 | TOTAL | CH. 1          | TO 2nd<br>CH. 1 |                       | ALL        | CH. 1 | CH. 2 | TOTAL |
| B-26    | 1         | 4     | 5     | 1              | 0               | 6                     | 1          | -     | 1     | 2     |
| P-47    | 21        | 14    | 35    | 4              | -               | 39                    | 15         | 5     | 4     | 24    |
| P-5     | -         | 1     | 1     | 1              | -               | 2                     | -          | -     | -     | -     |
| P-6     | 5         | 1     | 4     | 1              | -               | 5                     | 5          | -     | -     | 3     |
| Beau    | -         | 2     | 2     | -              | -               | 2                     | -          | 1     | -     | 1     |

-SECRET-

|      |    |    |    |   |   |    |    |    |   |    |
|------|----|----|----|---|---|----|----|----|---|----|
| B-26 | 2  | 7  | 9  | 1 | - | 10 | 2  | -  | - | 2  |
| P-47 | 17 | 22 | 39 | 4 | - | 73 | 30 | 10 | 2 | 42 |
| P-5  | 1  | -  | 1  | - | - | 1  | 1  | -  | - | 1  |
| P-6  | 2  | -  | 2  | - | - | 2  | -  | -  | - | -  |
| Beau | 1  | 2  | 3  | - | - | 3  | 1  | -  | - | 1  |

-SECRET-

|      |    |    |    |   |   |    |    |   |   |    |
|------|----|----|----|---|---|----|----|---|---|----|
| B-26 | 5  | 6  | 11 | - | - | 11 | 5  | 1 | - | 6  |
| P-47 | 47 | 24 | 71 | 5 | 1 | 77 | 30 | 3 | 4 | 37 |
| P-5  | -  | -  | -  | - | - | -  | -  | - | - | -  |
| P-6  | 5  | 1  | 6  | - | - | 6  | 5  | - | - | 3  |
| Beau | 1  | 5  | 6  | - | 2 | 8  | 1  | 1 | - | 2  |
| -61  | 2  | -  | 2  | 1 | - | 3  | -  | - | - | 1  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AIRCRAFT AND COAST GUARD BOATS  
BY AIR  
-REMOVED-

|              |                 |                | COAST GUARD BOATS |    |    |    |        |    |                |
|--------------|-----------------|----------------|-------------------|----|----|----|--------|----|----------------|
| NO. OF BOATS |                 | TOTAL<br>BOATS | BY AIR            |    |    |    | BY SEA |    | TOTAL<br>BOATS |
| CLASS.       | TO 2nd<br>CLASS |                | 1.                | 2. | 3. | 4. | 5.     | 6. |                |
| 1            | 3               | 6              | 1                 | -  | 1  | 2  | 1      | 1  | 21             |
| 4            | -               | 35             | 17                | 2  | 4  | 21 | 1      | 1  | 37             |
| 1            | -               | 2              | -                 | -  | -  | -  | -      | 2  | 2              |
| 1            | -               | 5              | 3                 | -  | -  | 3  | -      | 1  | 5              |
| -            | -               | 2              | -                 | 1  | -  | 1  | -      | 2  | 3              |

-REMOVED-

|   |   |    |   |    |   |   |   |    |    |
|---|---|----|---|----|---|---|---|----|----|
| 1 | - | 10 | 2 | -  | - | 2 | 2 | 1  | 25 |
| 4 | - | 73 | 3 | 10 | 2 | 4 | 1 | 72 | 77 |
| - | - | 1  | 1 | -  | - | 1 | 2 | -  | 3  |
| - | - | 2  | - | -  | - | - | 1 | 1  | 2  |
| - | - | 3  | 1 | -  | - | 1 | 1 | -  | 2  |

-REMOVED-

|   |   |    |    |   |   |    |    |    |     |
|---|---|----|----|---|---|----|----|----|-----|
| - | - | 11 | 5  | 1 | - | 6  | 11 | 6  | 23  |
| 5 | 1 | 77 | 53 | 5 | 4 | 45 | 10 | 27 | 110 |
| - | - | -  | -  | - | - | -  | -  | -  | -   |
| - | - | 6  | 3  | - | - | 3  | 3  | -  | 6   |
| - | 2 | 8  | 1  | 1 | - | 2  | -  | 2  | 4   |
| 1 | - | 3  | -  | - | - | 1  | -  | -  | -   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

PROJECT AND OTHER DATA  
 OF THE  
 - 1944 -

| TYPE A/C | 1/3 1944 |     |     |          |     |     | OTHER DATA |     |     |     |
|----------|----------|-----|-----|----------|-----|-----|------------|-----|-----|-----|
|          | 1/3 1944 |     |     | 1/3 1944 |     |     | OTHER DATA |     |     |     |
|          | 1/3      | 1/3 | 1/3 | 1/3      | 1/3 | 1/3 | 1/3        | 1/3 | 1/3 | 1/3 |
| 1-47     | 12       | 3   | 2   | 7        | -   | 27  | 10         | 4   | 1   | 17  |
| 1-5      | -        | 1   | 2   | 2        | -   | 3   | -          | 1   | -   | 1   |
| 1-6      | 1        | 1   | 2   | 2        | -   | 4   | 1          | 1   | -   | 2   |
| Beau     | -        | 1   | 1   | -        | -   | 1   | -          | -   | -   | -   |

- 1945 -

|      |    |   |    |    |   |    |   |   |   |    |
|------|----|---|----|----|---|----|---|---|---|----|
| 1-26 | 6  | 3 | 14 | -  | - | 14 | 6 | - | - | 6  |
| 1-7  | 26 | 1 | 4  | 10 | 5 | -  | 3 | 7 | 1 | 32 |
| 1-1  | -  | - | -  | -  | - | -  | - | - | - | -  |
| 1-8  | 4  | 2 | 6  | 2  | - | 3  | 3 | 1 | - | 4  |
| 1-10 | 11 | 2 | 2  | -  | - | 2  | - | - | - | -  |

- JULY 1945 -

|      |    |    |    |    |    |    |    |   |   |    |
|------|----|----|----|----|----|----|----|---|---|----|
| 1-26 | 1  | 7  | 6  | 3  | -  | 11 | 1  | 2 | - | 3  |
| 1-17 | 13 | 13 | 29 | 12 | 11 | 52 | 15 | 6 | 3 | 24 |
| 1-5  | -  | -  | -  | -  | -  | -  | -  | - | - | -  |
| 1-8  | 1  | 1  | 2  | 4  | -  | 6  | 1  | - | - | 1  |
| 1-10 | -  | -  | -  | -  | -  | 2  | -  | 1 | - | 1  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ALGEBRAIC EXPRESSIONS  
OF THE  
- 1 - 1944 -

20.

| C LOLES    |                |                | C LOLES                 |                |                |                |                |                |                |                         |
|------------|----------------|----------------|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------------|
| C<br>LOLES | C LOLES        |                | TOTAL<br>ALL<br>C LOLES | C LOLES        |                |                |                | C LOLES        |                | TOTAL<br>ALL<br>C LOLES |
|            | 1st<br>C LOLES | 2nd<br>C LOLES |                         | 1st<br>C LOLES | 2nd<br>C LOLES | 3rd<br>C LOLES | 4th<br>C LOLES | 5th<br>C LOLES | 6th<br>C LOLES |                         |
| 7          | -              | -              | 27                      | 10             | 4              | 2              | 17             | -              | 5              | 22                      |
| 2          | -              | -              | 3                       | -              | 1              | -              | 1              | 1              | 1              | 3                       |
| 2          | -              | -              | 4                       | 1              | 1              | -              | 2              | 2              | -              | 4                       |
| -          | -              | -              | 1                       | -              | -              | -              | -              | -              | -              | -                       |

- 1 - 1945 -

|    |   |    |   |   |   |   |    |    |    |
|----|---|----|---|---|---|---|----|----|----|
| -  | - | 24 | 6 | - | - | 6 | 11 | 2  | 19 |
| 10 | 5 | -  | 3 | 7 | 1 | 3 | 22 | 20 | 70 |
| -  | - | -  | - | - | - | - | -  | -  | -  |
| 2  | - | 3  | 3 | 1 | - | 4 | 4  | -  | 8  |
| -  | - | 2  | - | - | - | - | -  | 1  | 1  |

- JULY 1945 -

|    |    |    |    |   |   |    |    |    |    |
|----|----|----|----|---|---|----|----|----|----|
| 3  | -  | 11 | 1  | 2 | - | 3  | -  | 3  | 6  |
| 12 | 11 | 52 | 15 | 5 | 3 | 24 | 25 | 15 | 34 |
| -  | -  | -  | -  | - | - | -  | -  | -  | -  |
| 4  | -  | 6  | 1  | - | - | 1  | -  | -  | 1  |
| -  | -  | 2  | -  | 1 | - | 1  | -  | 1  | 3  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

19.

ALREADY USED IN SUMMARY OF TIES  
(A LARGE BATH BATH)

- 1 JAN , 1945 -

| UNIT<br>C/O | TACTICAL<br>UNIT AND<br>OF FIGHT | REPORT |            |            | SUMMARY<br>RESULTS | REMARKS |
|-------------|----------------------------------|--------|------------|------------|--------------------|---------|
|             |                                  | UNITED | OPERATIONS | OPERATIONS |                    |         |
| P-27        | 2 Sqs.                           | 170    | 173        | 17.        | 1                  | 22.     |
| P-27        | 1 Sqn.                           | 127    | 122        | 12.        | 31                 | 24.     |
| P-27        | 1 Sqn.                           | 19     | 19         | 19.        | 19                 | 34.     |
| P-27        | 3 Sqn.                           | 54     | 19         | 90.7       | 1                  | 71      |
| P-27        | 1 Sqn.                           | 5      | 3          | 27.        | 3                  | 19      |
| P-27        | 1 Sqn.                           | 17     | 11         | 20.7       | 7                  | 23.     |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A

ALIGNED TO CLASS 1, 2, 3, 4, 5  
(AUGUST 1945)

- 1 NEW, IN 1945 -

| CLASS | NEW |     |     | TOTAL | TOTAL |     |     |
|-------|-----|-----|-----|-------|-------|-----|-----|
|       | NEW | OLD | NEW |       | NEW   | OLD | NEW |
| 1s.   | 170 | 173 | 3.  | 1     | 21    | 17  | 38  |
| 2s.   | 127 | 32  | ..  | 31    | 11    | 173 | 184 |
| 3dn.  | 19  | 19  | ..  | 19    | 24    | 20  | 44  |
| 4dn.  | 54  | 19  | 3.7 | 73    | 71    | 4   | 75  |
| 5dn.  | 3   | 3   | ..  | 3     | 19    | 1   | 20  |
| 6dn.  | 17  | 11  | 6.7 | 7     | 25    | 1   | 26  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

INTEGRATED COUNCIL OF CO-OPERATIVE  
(COUNCIL OF CO-OPERATIVE)  
-1975-

| TID<br>/C | TID<br>/C | INTEGRATED |     |      | INTEGRATED<br>SALVAGE | COUNCIL OF |     |      |
|-----------|-----------|------------|-----|------|-----------------------|------------|-----|------|
|           |           | ON         | ON  | ON   |                       | ON         | ON  | ON   |
| B-26      | 2 Gps.    | 14         | 151 | 7.9  | 151                   | 19         | 153 | 70.0 |
| B-47      | 5 Gps.    | 270        | 20  | 75.0 | 205                   | 430        | 545 | 72.1 |
| B-5       | 1 Sqdn.   | 19         | 15  | 2.2  | 1                     | 25         | 21  | 50.0 |
| B-6       | 2 Sqdns.  | 4          | 35  | 70.0 | 35                    | 77         | 44  | 77.2 |
| B-61      | 1 Sqdn.   | 11         | 2   | 1.1  | 9                     | 11         | 10  | 71.1 |

|      |          |     |     |     |     |     |     |      |
|------|----------|-----|-----|-----|-----|-----|-----|------|
| B-26 | 2 Gps.   | 151 | 155 | 7.9 | 155 | 223 | 151 | 11.2 |
| B-47 | 5 Gps.   | 413 | 325 | 7.9 | 325 | 45  | 555 | 72.2 |
| B-5  | 1 Sqdn.  | 15  | 17  | 2.2 | 17  | 31  | 25  | 50.0 |
| B-6  | 3 Sqdns. | 4   | 37  | 2.2 | 37  | 61  | 42  | 71.4 |
| B-61 | 1 Sqdn.  | 14  | 12  | 1.7 | 11  | 21  | 13  | 61.9 |
| B-61 | 1 Sqdn.  | 2   | -   | -   | -   | -   | -   | -    |

|      |          |     |     |      |     |     |     |      |
|------|----------|-----|-----|------|-----|-----|-----|------|
| B-26 | 2 Gps.   | 176 | 155 | 50.1 | 155 | 212 | 174 | 52.1 |
| B-47 | 5 Gps.   | 415 | 337 | 51.0 | 335 | 639 | 557 | 79.3 |
| B-5  | 1 Sqdn.  | 22  | 20  | 20.2 | 20  | 31  | 25  | 50.0 |
| B-6  | 3 Sqdns. | 55  | 43  | 55.7 | 45  | 57  | 70  | 50.5 |
| B-61 | 1 Sqdn.  | 10  | 7   | 70.0 | 7   | 20  | 14  | 70.0 |
| B-61 | 1 Sqdn.  | 11  | 7   | 55.5 | 2   | 6   | 2   | 33.3 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

ALBANY AIRCRAFT AND CREW STATION  
(AVERAGE DAILY STATUS)  
-NOVEMBER 1944-

| TYPE<br>A/C | TACTICAL<br>UNITS END<br>OF MONTH | AIRCRAFT |             |               | EFFECTIVE<br>STRENGTH | COMBAT CREWS |           |             |
|-------------|-----------------------------------|----------|-------------|---------------|-----------------------|--------------|-----------|-------------|
|             |                                   | ON HAND  | OPERATIONAL | % OPERATIONAL |                       | ASSIGNED     | AVAILABLE | % AVAILABLE |
| B-26        | 2 Gps.                            | 24       | 18          | 75.0          | 18                    | 25           | 17        | 68.4        |
| P-47        | 4 Gps.                            | 249      | 183         | 75.5          | 188                   | 476          | 350       | 73.5        |
| F-5         | 1 Sqdn.                           | 15       | 12          | 80.0          | 12                    | 23           | 23        | 82.1        |
| F-6         | 2 Sqdns                           | 43       | 31          | 72.1          | 30                    | 71           | 42        | 59.2        |
| Beau.       | 1 Sqdn.                           | 11       | 8           | 72.7          | 8                     | 19           | 12        | 63.2        |

-DECEMBER 1944-

|       |         |     |     |      |     |     |     |      |
|-------|---------|-----|-----|------|-----|-----|-----|------|
| B-26  | 2 Gps.  | 152 | 112 | 69.1 | 112 | 135 | 149 | 79.3 |
| P-47  | 4 Gps.  | 302 | 200 | 66.2 | 199 | 562 | 430 | 77.9 |
| F-5   | 1 Sqdn. | 15  | 10  | 66.7 | 10  | 25  | 21  | 80.3 |
| F-6   | 2 Sqdns | 45  | 27  | 60.7 | 27  | 53  | 39  | 61.9 |
| Beau. | 1 Sqdn. | 11  | 8   | 72.7 | 8   | 13  | 13  | 72.2 |

-JANUARY 1945-

|       |         |     |     |      |     |     |     |      |
|-------|---------|-----|-----|------|-----|-----|-----|------|
| B-26  | 2 Gps.  | 149 | 111 | 74.5 | 111 | 175 | 143 | 80.3 |
| P-47  | 4 Gps.  | 263 | 187 | 69.3 | 187 | 483 | 380 | 73.7 |
| F-5   | 1 Sqdn. | 18  | 10  | 55.6 | 10  | 25  | 21  | 84.0 |
| F-6   | 2 Sqdns | 51  | 34  | 66.7 | 34  | 57  | 39  | 63.4 |
| Beau. | 1 Sqdn. | 7   | 6   | 85.7 | 6   | 15  | 12  | 75.0 |

THIS PAGE IS UNCLASSIFIED

**T  
H  
I  
S  
  
P  
A  
G**

## Beaufighter

|  | NOV.<br>'44 | DEC. | JAN.<br>'45 | FEB. | MAR. | APR. | MAY<br>1-8 |
|--|-------------|------|-------------|------|------|------|------------|
| ON COMBAT STATIONS                           |             |      |             |      |      |      |            |
| Oper. A/C                                    | 8           | 8    | 6           | 9    | 12   | 7    | 3          |
| Non-Oper. A/C                                | 3           | 3    | 1           | 2    | 2    | 3    | 5          |
| TOTAL A/C                                    | 11          | 11   | 7           | 11   | 14   | 10   | 8          |
| A/C IN DEPOTS                                |             |      |             |      |      |      |            |
| Oper. in AFSC                                |             |      |             |      |      |      |            |
| Non-Oper. Old                                |             |      |             |      |      |      |            |
| TOTAL IN COMBAT CYCLE                        | 11          | 11   | 7           | 11   | 14   | 10   | 3          |
| % OPER. IN COMBAT CYCLE                      | 72.7        | 72.7 | 85.7        | 81.8 | 85.7 | 70.0 | 37.5       |
| TOTAL IN AFSC                                |             |      |             |      |      |      |            |
| TRNG. & DISC. NON-TACT. A/C                  |             |      |             |      |      |      |            |
| STATUS UNREPORTED                            |             |      | 2           |      |      | 2    |            |
| TOTALS IN AIR FORCE                          | 11          | 11   | 9           | 11   | 14   | 12   | 3          |
| ANALYSIS OF NON-OPER. A/C<br>IN COMBAT CYCLE |             |      |             |      |      |      |            |
| Battle Damage                                | 3           | 3    | 1           | 2    | 2    | 3    | 5          |
| General Maintenance                          |             |      |             |      |      |      |            |
| Awaiting Parts                               |             |      |             |      |      |      |            |

## P-61

[illegible]

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AIRCRAFT SERVICEABILITY  
DAILY AVERAGE

Beaufighter

P-61

16.

| NOV.<br>'44 | DEC. | JAN.<br>'45 | FEB. | MAR. | APR. | MAY<br>1-3 |
|-------------|------|-------------|------|------|------|------------|
| 8           | 8    | 6           | 9    | 12   | 7    | 3          |
| 3           | 3    | 1           | 2    | 2    | 3    | 5          |
| 11          | 11   | 7           | 11   | 14   | 10   | 8          |
|             |      |             |      |      |      |            |
| 11          | 11   | 7           | 11   | 14   | 10   | 3          |
| 72.7        | 72.7 | 85.7        | 81.3 | 85.7 | 70.0 | 37.5       |
|             |      |             |      |      |      |            |
|             |      | 2           |      |      | 2    |            |
| 11          | 11   | 9           | 11   | 14   | 12   | 3          |
| 3           | 3    | 1           | 2    | 2    | 3    | 5          |

| NOV.<br>'44 | DEC. | JAN.<br>'45 | FEB. | MAR. | APR. | MAY<br>1-3 |
|-------------|------|-------------|------|------|------|------------|
|             |      |             |      |      | 7    | 11         |
|             |      |             |      | 2    | 4    | 6          |
|             |      |             |      | 2    | 11   | 17         |
|             |      |             |      |      |      | 1          |
|             |      |             |      | 2    | 11   | 18         |
|             |      |             |      |      | 63.6 | 66.7       |
|             |      |             |      |      |      | 1          |
|             |      |             |      |      |      |            |
|             |      |             |      | 2    | 11   | 18         |
|             |      |             |      | 2    | 2    | 3          |
|             |      |             |      |      | 2    | 3          |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

15.

ALCRAFT SERVICEABILITY  
DATA AVERAGE

|   |
|---|
| OP. COMBAT SECTIONS<br>Oper. A/C                  |
| Non-Oper. A/C                                     |
| TOTAL A/C   |
| A/C IN DEPOTS<br>Oper. in AFSC                    |
| Non-Oper. Old                                     |
| TOTAL IN COMBAT CYCLE                             |
| % OPER. IN COMBAT CYCLE                           |
| TOTAL IN AFSC                                     |
| TECH. & MISC. NON-ELECT. A/C<br>STATUS UNREPAIRED |
| TOTALS IN AIR FORCE                               |
| ANALYSIS OF NON-OPER. A/C<br>IN COMBAT CYCLE      |
| Battle Damage                                     |
| General Maintenance                               |
| Awaiting Parts                                    |

| F-5         |             |             |             |             |             |            |
|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB.<br>'45 | MAR.<br>'45 | APR.<br>'45 | MAY<br>'45 |
| 12          | 10          | 10          | 16          | 17          | 20          | 19         |
| 3           | 5           | 3           | 3           | 1           | 2           |            |
| 15          | 15          | 13          | 19          | 18          | 22          | 19         |
|             |             |             |             | 1           |             |            |
|             |             | 1           |             |             | 1           |            |
| 15          | 15          | 19          | 17          | 19          | 23          | 19         |
| 50.0        | 51.7        | 52.0        | 44.2        | 44.7        | 57.0        | 100.0      |
|             |             | 1           |             | 1           | 1           |            |
|             |             | 1           |             |             |             |            |
|             |             | 2           | 2           | 1           | 2           | 6          |
| 15          | 15          | 22          | 21          | 20          | 25          | 25         |
|             |             |             |             |             |             |            |
| 3           | 4           | 7           | 3           | 1           | 2           |            |
|             | 1           | 2           |             |             | 1           |            |

| F-6         |             |             |             |
|-------------|-------------|-------------|-------------|
| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB.<br>'45 |
| 31          | 27          | 34          | 36          |
| 12          | 19          | 17          | 10          |
| 43          | 46          | 51          | 46          |
| 4           |             | 2           | 2           |
| 47          | 46          | 53          | 43          |
| 56.0        | 50.7        | 54.2        | 75.0        |
| 4           |             | 2           | 2           |
|             |             |             |             |
|             | 3           | 4           | 6           |
| 47          | 49          | 57          | 54          |
| 1           |             | 1           |             |
| 15          | 17          | 15          | 11          |
|             | 2           | 3           | 1           |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

PILOT SERVICEABILITY  
DAILY AVERAGE

F-5

|   | DEC. | JAN.<br>1-5 | FEB. | MAR. | APR. | MAY<br>1-3 |
|---|------|-------------|------|------|------|------------|
| 2 | 10   | 10          | 16   | 17   | 20   | 19         |
| 3 | 5    | 3           | 3    | 1    | 2    |            |
| 5 | 15   | 13          | 19   | 13   | 22   | 19         |
|   |      |             |      | 1    |      |            |
|   |      | 1           |      |      | 1    |            |
| 5 | 15   | 19          | 19   | 19   | 23   | 19         |
| 6 | 56.7 | 52.6        | 4.2  | 4.7  | 57.0 | 136.0      |
|   |      | 1           |      | 1    | 1    |            |
|   |      | 1           |      |      |      |            |
|   |      | 2           | 2    | 1    | 2    | 6          |
| 5 | 15   | 22          | 21   | 20   | 25   | 25         |
|   |      |             |      |      |      |            |
| 3 | 4    | 7           | 3    | 1    | 2    |            |
|   | 1    | 2           |      |      | 1    |            |

F-6

| NOV.<br>1-4 | DEC. | JAN.<br>1-5 | FEB. | MAR. | APR. | MAY<br>1-3 |
|-------------|------|-------------|------|------|------|------------|
| 31          | 27   | 34          | 36   | 37   | 40   | 49         |
| 12          | 19   | 17          | 10   | 6    | 3    | 5          |
| 43          | 46   | 62          | 40   | 45   | 56   | 24         |
|             |      |             |      | 1    | 5    | 3          |
| 4           |      | 2           | 2    | 1    | 2    | 2          |
| 47          | 46   | 53          | 48   | 47   | 63   | 59         |
| 56.0        | 53.7 | 24.2        | 75.0 | 80.9 | 34.1 | 38.1       |
| 4           |      | 2           | 2    | 2    | 7    | 5          |
|             |      |             |      |      |      |            |
|             | 3    | 4           | 6    | 6    | 5    |            |
| 47          | 49   | 57          | 54   | 53   | 63   | 59         |
|             |      |             |      |      |      |            |
| 1           |      | 1           |      | 2    |      |            |
| 15          | 17   | 15          | 11   | 7    | 8    | 7          |
|             | 2    | 3           | 1    |      | 2    |            |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE

AIRCRAFT SERVICEABILITY  
DAILY AVERAGE

B-26

P-47

|   |
|---|
| OP. CO. AIRCRAFT<br>Oper. A/C                 |
| Non-Oper. A/C                                 |
| TOTAL A/C                                     |
| A/C IN REPAIR<br>Oper. in REPAIR              |
| Non-Oper. Old                                 |
| TOTAL IN OPER. STATUS                         |
| % OPER. IN COMBAT STATUS                      |
| A/C IN REPAIR                                 |
| A/C IN REPAIR - REPAIR A/C                    |
| A/C IN REPAIR                                 |
| A/C IN REPAIR                                 |
| ANALYSIS OF NO.-OPER. A/C<br>IN COMBAT STATUS |
| Engine Damage                                 |
| General Maintenance                           |
| Waiting Parts                                 |

| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB.<br>'45 | MAR.<br>'45 | APR.<br>'45 | MAY<br>1-5 |
|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| 15          | 112         | 111         | 151         | 150         | 155         | 153        |
| 6           | 10          | 14          | 35          | 25          | 20          | 17         |
| 21          | 122         | 125         | 186         | 175         | 175         | 170        |
|             |             |             |             | 1           | 1           | 1          |
| 21          | 122         | 125         | 186         | 176         | 176         | 171        |
| 75.0        | 92.1        | 94.7        | 79.9        | 94.3        | 95.7        | 90.1       |
|             |             |             |             | 1           | 1           | 1          |
|             | 2           | 2           | 2           | 3           | 3           | 3          |
|             | 6           | 4           | 1           | 1           | 1           | 1          |
| 21          | 170         | 155         | 167         | 176         | 171         | 175        |
|             | 15          | 9           | 2           | 2           | 3           | 2          |
| 6           | 32          | 23          | 29          | 10          | 14          | 12         |
|             | 3           | 3           | 2           | 5           | 3           | 3          |

| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB. |
|-------------|-------------|-------------|------|
| 135         | 200         | 187         | 20   |
| 61          | 102         | 31          | 7    |
| 243         | 302         | 238         | 27   |
| 7           |             | 3           |      |
| 22          | 5           | 12          | 1    |
| 275         | 307         | 263         | 29   |
| 75.1        | 95.1        | 87.1        | 69.  |
| 29          | 5           | 15          | 1    |
|             | 1           | 6           |      |
|             | 15          | 23          | 3    |
| 275         | 323         | 312         | 33   |
| 10          | 25          | 22          | 2    |
| 71          | 30          | 65          | 6    |
| 2           | 2           | 6           |      |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AIRCRAFT SERVICEABILITY  
DAILY AVERAGE

14.

B-26

| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB. | MAR. | APR. | MAY<br>1-5 |
|-------------|-------------|-------------|------|------|------|------------|
| 10          | 112         | 111         | 131  | 130  | 156  | 163        |
| 6           | 10          | 10          | 30   | 25   | 20   | 17         |
| 24          | 132         | 149         | 150  | 161  | 17   | 170        |
|             |             |             |      | 1    | 1    | 1          |
| 24          | 152         | 140         | 120  | 112  | 177  | 171        |
| 73.0        | 70.1        | 74.7        | 79.2 | 56.3 | 55.7 | 90.1       |
|             |             |             |      | 1    | 1    | 1          |
|             | 3           | 2           | 2    | 3    | 3    | 3          |
|             | 6           | 4           | 1    | 1    | 1    | 1          |
| 34          | 170         | 155         | 167  | 150  | 151  | 175        |
|             | 15          | 9           | 2    | 2    | 3    | 2          |
| 6           | 32          | 26          | 29   | 18   | 14   | 12         |
|             | 3           | 3           | 2    | 5    | 3    | 3          |

P-47

| NOV.<br>'44 | DEC.<br>'44 | JAN.<br>'45 | FEB. | MAR. | APR. | MAY<br>1-5 |
|-------------|-------------|-------------|------|------|------|------------|
| 135         | 200         | 167         | 206  | 322  | 357  | 362        |
| 61          | 102         | 61          | 73   | 37   | 72   | 65         |
| 249         | 302         | 200         | 279  | 413  | 416  | 427        |
| 7           |             | 3           | 1    | 3    | 7    | 20         |
| 22          | 5           | 12          | 16   | 20   | 22   | 22         |
| 270         | 377         | 255         | 290  | 430  | 445  | 469        |
| 7.1         | 11.1        | 67.1        | 60.9 | 75.2 | 77.3 | 11.4       |
| 20          | 5           | 15          | 17   | 23   | 29   | 42         |
|             | 1           | 6           | 5    | 2    | 2    | 1          |
|             | 12          | 23          | 30   | 19   | 21   | 21         |
| 273         | 323         | 312         | 331  | 457  | 460  | 491        |
| 10          | 25          | 22          | 21   | 30   | 32   | 17         |
| 71          | 30          | 65          | 63   | 54   | 61   | 51         |
| 2           | 2           | 6           | 5    | 5    | 8    | 19         |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

AIRCRAFT LOGS\*  
(BY CARRIER)

| MONTH   | F-47 |            |     |      |      |       | B-26 |            |     |      |      |       |      |            |
|---------|------|------------|-----|------|------|-------|------|------------|-----|------|------|-------|------|------------|
|         | FLAK | FLAK & E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK & E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK & E/A |
| NOV.    | 6    | 1          | 4   | -    | 7    | 20    | -    | -          | -   | -    | -    | -     | -    | -          |
| DEC.    | 9    | -          | 11  | 5    | 19   | 44    | 5    | 2          | 1   | 3    | 3    | 14    | -    | -          |
| JAN.    | 8    | -          | 12  | 1    | 0    | 29    | 3    | -          | -   | 1    | 4    | 5     | -    | -          |
| FEB.    | 11   | 1          | -   | 3    | 20   | 35    | 1    | -          | -   | 1    | 3    | 5     | -    | -          |
| MAR.    | 33   | -          | 1   | 10   | 25   | 69    | 2    | -          | -   | -    | 7    | 9     | -    | -          |
| APR.    | 35   | -          | 7   | 9    | 22   | 71    | 1    | -          | 6   | 2    | 2    | 11    | -    | -          |
| MAY 1-8 | -    | -          | -   | -    | 1    | 1     | -    | -          | -   | -    | -    | -     | -    | -          |
| TOTAL   | 100  | 2          | 37  | 28   | 102  | 269   | 12   | 2          | 7   | 7    | 19   | 47    | -    | -          |

| MONTH   | F-6  |            |     |      |      |       | B-26 |            |     |      |      |       |      |            |
|---------|------|------------|-----|------|------|-------|------|------------|-----|------|------|-------|------|------------|
|         | FLAK | FLAK & E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK & E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK & E/A |
| NOV.    | -    | -          | -   | -    | 2    | 2     | -    | -          | -   | -    | 1    | 1     | -    | -          |
| DEC.    | -    | -          | 2   | -    | 4    | 6     | -    | -          | -   | 1    | 1    | 2     | -    | -          |
| JAN.    | -    | -          | 1   | -    | 1    | 2     | -    | -          | 1   | -    | 1    | 2     | -    | -          |
| FEB.    | 1    | -          | -   | -    | 3    | 4     | -    | -          | -   | 2    | -    | 2     | -    | -          |
| MAR.    | -    | -          | -   | -    | 2    | 2     | 1    | -          | -   | -    | 2    | 3     | -    | -          |
| APR.    | 3    | -          | -   | -    | 3    | 6     | 1    | -          | -   | -    | 5    | 6     | 1    | -          |
| MAY 1-8 | -    | -          | -   | -    | 1    | 1     | -    | -          | -   | -    | -    | -     | -    | -          |
| TOTAL   | 4    | -          | 3   | -    | 16   | 23    | 2    | -          | 1   | 3    | 10   | 16    | 1    | -          |

\*Data Plus Cat. E.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AIRCRAFT LOGSHEET\*  
(BY CREW D)

42.

| UNK. | TOTAL | B-26 |                  |     |      |      |       | F-5  |                  |     |      |      |       |
|------|-------|------|------------------|-----|------|------|-------|------|------------------|-----|------|------|-------|
|      |       | FLAK | FLAK<br>&<br>E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK<br>&<br>E/A | E/A | ACC. | UNK. | TOTAL |
| 7    | 20    |      |                  |     |      |      |       | -    | -                | -   | -    | 1    | 1     |
| 19   | 44    | 5    | 2                | 1   | 3    | 3    | 14    | -    | -                | -   | -    | -    | -     |
| 3    | 29    | 3    | -                | -   | 1    | 4    | 8     | -    | -                | -   | -    | -    | -     |
| 20   | 35    | 1    | -                | -   | 1    | 3    | 5     | -    | -                | -   | -    | 1    | 1     |
| 25   | 69    | 2    | -                | -   | -    | 7    | 9     | -    | -                | -   | -    | 1    | 1     |
| 22   | 71    | 1    | -                | 6   | 2    | 2    | 11    | -    | -                | -   | -    | -    | -     |
| 1    | 1     | -    | -                | -   | -    | -    | -     | -    | -                | -   | -    | -    | -     |
| 102  | 269   | 12   | 2                | 7   | 7    | 19   | 47    | -    | -                | -   | -    | 3    | 3     |

| UNK. | TOTAL | BOMBARDIER |                  |     |      |      |       | P-61 |                  |     |      |      |       |
|------|-------|------------|------------------|-----|------|------|-------|------|------------------|-----|------|------|-------|
|      |       | FLAK       | FLAK<br>&<br>E/A | E/A | ACC. | UNK. | TOTAL | FLAK | FLAK<br>&<br>E/A | E/A | ACC. | UNK. | TOTAL |
| 2    | 2     | -          | -                | -   | -    | 1    | 1     |      |                  |     |      |      |       |
| 4    | 6     | -          | -                | -   | 1    | 1    | 2     |      |                  |     |      |      |       |
| 1    | 2     | -          | -                | 1   | -    | 1    | 2     |      |                  |     |      |      |       |
| 3    | 4     | -          | -                | -   | 2    | -    | 2     |      |                  |     |      |      |       |
| 2    | 2     | 1          | -                | -   | -    | 2    | 3     |      |                  |     |      |      |       |
| 3    | 6     | 1          | -                | -   | -    | 5    | 6     | 1    | -                | -   | -    | 1    | 2     |
| 1    | 1     | -          | -                | -   | -    | -    | -     | -    | -                | -   | -    | -    | -     |
| 16   | 23    | 2          | -                | 1   | 3    | 10   | 16    | 1    | -                | -   | -    | 1    | 2     |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE

43.

BATTLE DUTY +  
(BY CAME)

| MONTH   | F-47 |       |       |       | F-105 |       |       |       | F-4 |       |       |
|---------|------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|
|         | W/A  | BLACK | OTHER | TOTAL | W/A   | BLACK | OTHER | TOTAL | W/A | BLACK | OTHER |
| NOV.    | 0    | 14    | 9     | 23    | 0     | 0     | 0     | 0     | 0   | 0     | 0     |
| DEC.    | 26   | 100   | 0     | 126   | 55    | 113   | 0     | 168   | 5   | 0     | 0     |
| JAN.    | 11   | 112   | 4     | 127   | 0     | 14    | 1     | 15    | 1   | 1     | 0     |
| FEB.    | 2    | 100   | 7     | 109   | 0     | 12    | 0     | 12    | 11  | 2     | 0     |
| MAR.    | 7    | 329   | 22    | 358   | 0     | 100   | 0     | 100   | 0   | 2     | 0     |
| APR.    | 0    | 202   | 30    | 232   | 0     | 0     | 3     | 3     | 0   | 2     | 0     |
| MAY 1-8 | 0    | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0   | 0     | 0     |
| TOTAL   | 52   | 1057  | 61    | 1170  | 55    | 379   | 4     | 427   | 15  | 7     | 0     |

| MONTH   | F-105 |       |       |       | F-4 |       |       |       |
|---------|-------|-------|-------|-------|-----|-------|-------|-------|
|         | W/A   | BLACK | OTHER | TOTAL | W/A | BLACK | OTHER | TOTAL |
| NOV.    | 0     | 1     | 0     | 1     |     |       |       |       |
| DEC.    | 0     | 0     | 0     | 0     |     |       |       |       |
| JAN.    | 0     | 0     | 0     | 0     |     |       |       |       |
| FEB.    | 0     | 0     | 0     | 0     |     |       |       |       |
| MAR.    | 0     | 5     | 2     | 7     |     |       |       |       |
| APR.    | 0     | 0     | 2     | 2     | 0   | 1     | 0     | 1     |
| MAY 1-8 | 0     | 0     | 0     | 0     | 0   | 0     | 0     | 0     |
| TOTAL   | 0     | 6     | 4     | 10    | 0   | 1     | 0     | 1     |

Excluding Cat. 1.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

BATTLE DEATHS +  
(BY GRAVE)

| I-60  |     |      |       |       | I-61 |      |       |       |
|-------|-----|------|-------|-------|------|------|-------|-------|
| TOTAL | M/A | ALIK | OTHER | TOTAL | M/A  | ALIK | OTHER | TOTAL |
| 23    | 0   | 0    | 0     | 0     | 0    | 0    | 0     | 0     |
| 106   | 35  | 113  | 0     | 148   | 3    | 0    | 0     | 3     |
| 127   | 0   | 12   | 1     | 55    | 1    | 1    | 1     | 3     |
| 189   | 0   | 12   | 0     | 52    | 11   | 2    | 0     | 13    |
| 350   | 0   | 102  | 0     | 107   | 0    | 2    | 0     | 2     |
| 326   | 9   | 16   | 3     | 34    | 0    | 0    | 1     | 1     |
| 1     | 0   | 0    | 0     | 0     | 0    | 0    | 0     | 0     |
| 1190  | 44  | 379  | 4     | 127   | 15   | 7    | 2     | 24    |

| REMARKS |      |       | I-61 |      |       |       |
|---------|------|-------|------|------|-------|-------|
| YEAR    | CHIL | TOTAL | M/A  | ALIK | OTHER | TOTAL |
| 1       | 0    | 1     |      |      |       |       |
| 0       | 0    | 0     |      |      |       |       |
| 0       | 0    | 0     |      |      |       |       |
| 0       | 0    | 0     |      |      |       |       |
| 5       | 2    | 7     |      |      |       |       |
| 0       | 2    | 2     | 0    | 1    | 0     | 1     |
| 0       | 0    | 0     | 0    | 0    | 0     | 0     |
| 6       | 4    | 19    | 0    | 1    | 0     | 1     |

Excluding Cat. 1.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

# NON-EFFECTIVE SORTIES

BY CAUSE AND BY TYPE AIRCRAFT

NOVEMBER

| TYPE A/C | SORTIES | TOTAL NON-EFFECTIVE SORTIES |              | WATER  |              | FIRE   |              | NUMBER |
|----------|---------|-----------------------------|--------------|--------|--------------|--------|--------------|--------|
|          |         | NUMBER                      | % OF SORTIES | NUMBER | % OF SORTIES | NUMBER | % OF SORTIES |        |
| P-47     | 3125    | 514                         | 16.4         | 365    | 11.7         | 3      | 0.1          | 11     |
| P-5      | 53      | 17                          | 32.1         | 14     | 26.4         | 0      | -            |        |
| P-6      | 240     | 18                          | 7.5          | 14     | 5.8          | 0      | -            |        |
| BEAU     | 78      | 17                          | 21.8         | 7      | 9.0          | 0      | -            |        |
| TOTAL    | 3496    | 566                         | 16.2         | 400    | 11.4         | 3      | 0.1          | 12     |

DECEMBER

|       |      |      |      |     |      |    |     |    |
|-------|------|------|------|-----|------|----|-----|----|
| B-26  | 926  | 432  | 52.0 | 306 | 41.6 | 24 | 2.6 | 5  |
| P-47  | 5200 | 125  | 9.2  | 251 | 1.8  | 5  | 0.2 | 14 |
| P-5   | 130  | 20   | 15.7 | 17  | 13.5 | 1  | 0.7 |    |
| P-6   | 473  | 24   | 5.0  | 11  | 2.3  | 0  | -   | 1  |
| BEAU  | 79   | 33   | 41.8 | 15  | 19.0 | 1  | 1.3 | 1  |
| TOTAL | 6881 | 1044 | 15.2 | 600 | 9.9  | 35 | 0.5 | 22 |

JANUARY

|       |      |     |      |     |      |    |     |    |
|-------|------|-----|------|-----|------|----|-----|----|
| B-26  | 510  | 265 | 52.0 | 206 | 40.4 | 5  | 1.0 | 3  |
| P-47  | 4579 | 277 | 6.0  | 82  | 1.8  | 6  | -   | 14 |
| P-5   | 72   | 4   | 5.6  | 4   | 5.6  | 0  | -   |    |
| P-6   | 408  | 19  | 4.7  | 5   | 1.9  | 0  | -   |    |
| BEAU  | 36   | 14  | 38.9 | 2   | 5.6  | 0  | -   | 1  |
| TOTAL | 5605 | 579 | 10.3 | 302 | 5.4  | 11 | 0.2 | 20 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

# NON-EFFECTIVE SORTIES

BY CAUSE AND BY TYPE AIRCRAFT

44.

| SORTIE<br>% OF<br>SORTIES | WATER  |                 | TERRAIN |                 | OBSTRUCTION |                 | OTHER  |                 |
|---------------------------|--------|-----------------|---------|-----------------|-------------|-----------------|--------|-----------------|
|                           | NUMBER | % OF<br>SORTIES | NUMBER  | % OF<br>SORTIES | NUMBER      | % OF<br>SORTIES | NUMBER | % OF<br>SORTIES |
| 16.4                      | 365    | 11.7            | 3       | 0.1             | 114         | 5.6             | 32     | 1.0             |
| 32.1                      | 14     | 26.4            | 0       | -               | 1           | 1.9             | 2      | 3.6             |
| 7.5                       | 14     | 5.6             | 0       | -               | 1           | 0.4             | 3      | 1.3             |
| 21.6                      | 7      | 9.0             | 0       | -               | 6           | 7.7             | 4      | 5.1             |
| 16.2                      | 400    | 11.4            | 3       | 0.1             | 122         | 3.5             | 41     | 1.2             |

|      |     |      |    |     |     |      |     |     |
|------|-----|------|----|-----|-----|------|-----|-----|
| 52.0 | 306 | 41.0 | 24 | 2.6 | 53  | 5.7  | 19  | 2.1 |
| 9.2  | 291 | 1.0  | 0  | 0.2 | 149 | 2.8  | 76  | 1.4 |
| 14.7 | 17  | 12.5 | 1  | 0.7 | 2   | 1.5  | 0   | -   |
| 5.0  | 11  | 2.3  | 0  | -   | 12  | 2.5  | 1   | 0.2 |
| 41.8 | 15  | 19.0 | 1  | 1.3 | 12  | 15.2 | 5   | 6.3 |
| 15.2 | 600 | 9.9  | 35 | 0.5 | 220 | 3.3  | 101 | 1.5 |

4

|      |     |      |    |     |     |      |    |     |
|------|-----|------|----|-----|-----|------|----|-----|
| 52.0 | 206 | 40.4 | 5  | 1.0 | 33  | 6.5  | 21 | 4.1 |
| 6.0  | 82  | 1.8  | 6  | -   | 148 | 3.2  | 41 | 0.1 |
| 5.6  | 4   | 5.6  | 0  | -   | 0   | -    | 0  | -   |
| 4.7  | 8   | 1.9  | 0  | -   | 9   | 2.2  | 2  | 0.6 |
| 33.9 | 2   | 5.6  | 0  | -   | 11  | 30.5 | 1  | 2.0 |
| 10.3 | 302 | 5.4  | 11 | 0.2 | 201 | 3.6  | 65 | 1.1 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

45.

NON-EFFECTIVE SORTIES  
BY CAUSE AND BY TYPE AIRCRAFT

FEBRUARY

| TYPE A/C | NUMBER | TOTAL NON-EFFECTIVE SORTIES |            | WEATHER |            | FLIGHTS |            | NUMBER |
|----------|--------|-----------------------------|------------|---------|------------|---------|------------|--------|
|          |        | NUMBER                      | % OF TOTAL | NUMBER  | % OF TOTAL | NUMBER  | % OF TOTAL |        |
| B-26     | 1100   | 201                         | 25.3       | 102     | 10.4       | 25      | 2.3        | 46     |
| P-47     | 7145   | 206                         | 4.0        | 141     | 1.9        | 5       | 0.1        | 111    |
| F-5      | 162    | 25                          | 15.4       | 25      | 15.4       | 0       | -          | 0      |
| F-6      | 610    | 40                          | 4.9        | 36      | 4.4        | 0       | -          | 4      |
| BEAU     | 61     | 22                          | 36.0       | 3       | 4.9        | 0       | -          | 19     |
| TOTAL    | 9257   | 654                         | 7.0        | 307     | 4.2        | 30      | 0.3        | 180    |

MARCH

|       |       |      |      |     |      |    |     |     |
|-------|-------|------|------|-----|------|----|-----|-----|
| B-26  | 1905  | 439  | 23.1 | 152 | 8.0  | 20 | 1.1 | 155 |
| P-47  | 12872 | 440  | 3.4  | 247 | 1.9  | 3  | -   | 135 |
| F-5   | 262   | 41   | 15.7 | 33  | 12.6 | 0  | -   | 1   |
| F-6   | 1170  | 102  | 8.7  | 102 | 8.7  | 0  | -   | 0   |
| BEAU  | 130   | 23   | 17.7 | 3   | 2.3  | 0  | -   | 20  |
| TOTAL | 16339 | 1045 | 6.4  | 542 | 3.3  | 23 | 0.2 | 309 |

APRIL

|       |       |      |      |     |      |    |     |     |
|-------|-------|------|------|-----|------|----|-----|-----|
| B-26  | 2523  | 562  | 22.2 | 366 | 14.5 | 23 | 0.9 | 40  |
| P-47  | 11255 | 611  | 5.1  | 355 | 3.0  | 6  | 0.1 | 158 |
| F-5   | 332   | 52   | 15.6 | 45  | 13.5 | 3  | 0.9 | 3   |
| F-6   | 1423  | 37   | 2.6  | 13  | 0.9  | 0  | -   | 16  |
| BEAU  | 126   | 47   | 37.3 | 5   | 4.0  | 3  | 2.4 | 39  |
| P-61  | 62    | 8    | 12.9 | 1   | 1.6  | 0  | -   | 6   |
| TOTAL | 16421 | 1317 | 8.0  | 735 | 4.0  | 35 | 0.2 | 271 |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

NON-EFFECTIVE SORTIES  
BY CAUSE AND BY TYPE AIRCRAFT

| CAUSE | B-29   |              | F-4    |              | F-105  |              | F-105  |              | TOTAL |
|-------|--------|--------------|--------|--------------|--------|--------------|--------|--------------|-------|
|       | NUMBER | % OF SORTIES | NUMBER | % OF SORTIES | NUMBER | % OF SORTIES | NUMBER | % OF SORTIES |       |
| 25.3  | 102    | 10.4         | 20     | 2.3          | 46     | 4.1          | 20     | 2.5          |       |
| 4.0   | 141    | 1.9          | 5      | 0.1          | 111    | 1.0          | 20     | 0.4          |       |
| 15.4  | 25     | 10.4         | 0      | -            | 0      | -            | 0      | -            |       |
| 4.9   | 36     | 4.4          | 0      | -            | 4      | 0.0          | 0      | -            |       |
| 36.0  | 3      | 4.0          | 0      | -            | 19     | 31.1         | 0      | -            |       |
| 7.0   | 307    | 4.2          | 30     | 0.3          | 100    | 1.0          | 57     | 0.6          |       |

|      |     |      |    |     |     |      |     |     |  |
|------|-----|------|----|-----|-----|------|-----|-----|--|
| 23.1 | 152 | 0.0  | 20 | 1.1 | 155 | 8.1  | 112 | 5.9 |  |
| 3.4  | 247 | 1.0  | 3  | -   | 133 | 1.0  | 57  | 0.5 |  |
| 15.7 | 33  | 10.0 | 0  | -   | 1   | 0.4  | 2   | -   |  |
| 8.7  | 102 | 0.7  | 0  | -   | 0   | -    | 0   | -   |  |
| 17.7 | 3   | 2.3  | 0  | -   | 20  | 15.4 | 0   | -   |  |
| 6.4  | 542 | 3.3  | 23 | 0.2 | 309 | 1.9  | 171 | 1.0 |  |

|      |     |      |    |     |     |      |     |     |  |
|------|-----|------|----|-----|-----|------|-----|-----|--|
| 22.2 | 366 | 10.5 | 23 | 0.9 | 4   | 1.9  | 124 | 4.9 |  |
| 5.1  | 355 | 3.0  | 6  | 0.1 | 153 | 1.3  | 92  | 0.7 |  |
| 15.6 | 45  | 13.5 | 3  | 0.9 | 3   | 0.9  | 1   | 0.3 |  |
| 2.6  | 13  | 0.9  | 0  | -   | 16  | 1.1  | 8   | 0.6 |  |
| 37.3 | 5   | 4.0  | 3  | 2.4 | 39  | 30.9 | 0   | -   |  |
| 12.9 | 1   | 1.0  | 0  | -   | 6   | 9.7  | 1   | -   |  |
| 8.0  | 735 | 4.0  | 35 | 0.2 | 271 | 1.5  | 226 | 1.4 |  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

MAY 1-8

NON-EFFECTIVE SORTIES  
BY CAUSE AND BY TYPE AIRCRAFT

| TYPE A/C | SORTIES | TOTAL NON-EFFECTIVE SORTIES |              | WEATHER |              | PERSONNEL |              | NUM |
|----------|---------|-----------------------------|--------------|---------|--------------|-----------|--------------|-----|
|          |         | NUMBER                      | % OF SORTIES | NUMBER  | % OF SORTIES | NUMBER    | % OF SORTIES |     |
| B-26     | 69      | 44                          | 63.8         | 36      | 52.2         | 0         | -            |     |
| P-47     | 1209    | 310                         | 25.7         | 220     | 18.2         | 0         | -            |     |
| F-5      | 8       | 0                           | -            | 0       | -            | 0         | -            |     |
| F-6      | 96      | 16                          | 16.7         | 14      | 14.6         | 0         | -            |     |
| BEAU     | 2       | 0                           | -            | 0       | -            | 0         | -            |     |
| P-61     | 42      | 13                          | 30.9         | 11      | 26.1         | 0         | -            |     |
| TOTAL    | 1426    | 383                         | 26.9         | 281     | 19.7         | 0         | -            |     |

NOVEMBER '44 THRU 8 MAY 1945

|       |       |      |      |      |      |     |     |   |
|-------|-------|------|------|------|------|-----|-----|---|
| B-26  | 7044  | 2073 | 29.4 | 1328 | 13.9 | 97  | 1.4 |   |
| P-47  | 46142 | 2923 | 6.3  | 1661 | 3.6  | 32  | 0.1 |   |
| F-5   | 1025  | 159  | 15.5 | 143  | 13.9 | 4   | 0.4 |   |
| F-6   | 4625  | 256  | 5.5  | 198  | 4.3  | 0   | -   |   |
| BEAU  | 512   | 156  | 30.5 | 35   | 6.8  | 4   | 0.8 |   |
| P-61  | 104   | 21   | 20.2 | 12   | 11.5 | 0   | -   |   |
| TOTAL | 59452 | 5588 | 9.4  | 3377 | 5.7  | 137 | 0.2 | 1 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

NON-EFFECTIVE SORTIES  
BY CAUSE AND BY TYPE AIRCRAFT

| PERCENT<br>OF<br>SORTIES | WEATHER |                 | PERSONNEL |                 | MECHANICAL |                 | OTHER  |                 |
|--------------------------|---------|-----------------|-----------|-----------------|------------|-----------------|--------|-----------------|
|                          | NUMBER  | % OF<br>SORTIES | NUMBER    | % OF<br>SORTIES | NUMBER     | % OF<br>SORTIES | NUMBER | % OF<br>SORTIES |
| 63.8                     | 36      | 52.2            | 0         | -               | 6          | 8.7             | 2      | 2.9             |
| 25.7                     | 220     | 18.2            | 0         | -               | 17         | 1.4             | 73     | 6.1             |
| -                        | 0       | -               | 0         | -               | 0          | -               | 0      | -               |
| 16.7                     | 14      | 14.6            | 0         | -               | 0          | -               | 2      | 2.1             |
| -                        | 0       | -               | 0         | -               | 0          | -               | 0      | -               |
| 30.9                     | 11      | 26.1            | 0         | -               | 2          | 4.8             | 0      | -               |
| 26.9                     | 281     | 19.7            | 0         | -               | 25         | 1.8             | 77     | 5.4             |

|      |      |      |     |     |      |      |     |     |
|------|------|------|-----|-----|------|------|-----|-----|
| 29.4 | 1328 | 18.9 | 97  | 1.4 | 342  | 4.8  | 306 | 4.3 |
| 6.3  | 1661 | 3.6  | 32  | 0.1 | 830  | 1.8  | 400 | 0.8 |
| 15.5 | 143  | 13.9 | 4   | 0.4 | 7    | 0.7  | 5   | 0.5 |
| 5.5  | 198  | 4.3  | 0   | -   | 42   | 0.9  | 16  | 0.3 |
| 30.5 | 35   | 6.8  | 4   | 0.8 | 107  | 20.9 | 10  | 2.0 |
| 20.2 | 12   | 11.5 | 0   | -   | 8    | 7.7  | 1   | 1.0 |
| 9.4  | 3377 | 5.7  | 137 | 0.2 | 1336 | 2.3  | 738 | 1.2 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE

| 31 DEC. | 31 JAN. | 28 FEB. | 31 MAR. | 30 APR. | 10 MAY |
|---------|---------|---------|---------|---------|--------|
| NO.     | NO.     | NO.     | NO.     | NO.     | NO.    |
| 3       | 27      | 96      | 22      | 0       | 2      |
| 0.2     | 2.3     | 6.9     | 1.5     | -       | 0.1    |
| 18.2    | 13.4    | 278     | 312     | 94      | 80     |
| 172     | 203     | 237     | 285     | 213     | 186    |
| 14.2    | 17.0    | 17.2    | 19.9    | 14.9    | 13.3   |
| 183     | 132     | 14.6    | 231     | 374     | 27.0   |
| 23.5    | 23.6    | 17.6    | 16.3    | 26.2    | 18.3   |
| 284     | 286     | 244     | 158     | 244     | 257    |
| 14.4    | 13.1    | 196     | 16.4    | 189     | 13.8   |
| 123     | 11.7    | 14.6    | 12.0    | 219     | 15.1   |
| 81      | 91      | 35      | 15      | 94      | 6.5    |
| 6.7     | 7.6     | 2.5     | 1.0     | 6.6     | 0.2    |
| 0       | 1       | 1       | 1       | 3       | 3      |
| 1210    | 1199    | 1331    | 1430    | 1430    | 1404   |
| 100.0   | 100.0   | 100.0   | 100.0   | 100.0   | 100.0  |

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

47.

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

B-26

| NUMBER OF<br>SORTIES | 30 NOV. |       | 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       |
|----------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
|                      | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     |
| 0                    | 51      | 3.9   | 3       | 0.2   | 27      | 2.3   | 96      | 6.9   | 22      | 1.5   |
| 1 - 10               | 249     | 19.2  | 220     | 18.2  | 161     | 13.4  | 278     | 20.0  | 312     | 21.8  |
| 11 - 20              | 104     | 8.0   | 172     | 14.2  | 203     | 17.0  | 237     | 17.2  | 285     | 19.9  |
| 21 - 30              | 285     | 22.0  | 183     | 15.1  | 132     | 11.0  | 143     | 10.8  | 231     | 16.3  |
| 31 - 40              | 222     | 17.2  | 284     | 23.5  | 286     | 23.8  | 244     | 17.6  | 153     | 11.0  |
| 41 - 50              | 137     | 10.6  | 144     | 11.9  | 157     | 13.1  | 196     | 14.3  | 235     | 16.4  |
| 51 - 60              | 149     | 11.5  | 123     | 10.2  | 141     | 11.7  | 146     | 10.6  | 171     | 12.0  |
| 61 - 70              | 93      | 7.2   | 81      | 6.7   | 91      | 7.6   | 35      | 2.5   | 15      | 1.0   |
| Over 70              | 6       | 0.4   | 0       | -     | 1       | 0.1   | 1       | 0.1   | 1       | 0.1   |
| TOTAL                | 1296    | 100.0 | 1210    | 100.0 | 1199    | 100.0 | 1381    | 100.0 | 1430    | 100.0 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

AT CREW PERSONNEL EXPERIENCE LEVELS

B-26

| 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30 APR. |       | 10 MAY |       |
|---------|-------|---------|-------|---------|-------|---------|-------|--------|-------|
| NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.    | %     |
| 27      | 2.3   | 96      | 6.9   | 22      | 1.5   | 0       | -     | 2      | 0.1   |
| 161     | 13.4  | 278     | 20.0  | 312     | 21.8  | 94      | 6.6   | 80     | 5.7   |
| 203     | 17.0  | 237     | 17.2  | 285     | 19.9  | 213     | 14.9  | 186    | 13.3  |
| 132     | 11.0  | 148     | 10.8  | 231     | 16.3  | 374     | 26.2  | 379    | 27.0  |
| 286     | 23.8  | 244     | 17.6  | 153     | 11.0  | 244     | 17.1  | 257    | 18.3  |
| 157     | 13.1  | 196     | 14.3  | 235     | 16.4  | 189     | 13.2  | 194    | 13.8  |
| 141     | 11.7  | 146     | 10.6  | 171     | 12.0  | 219     | 15.2  | 212    | 15.1  |
| 91      | 7.6   | 35      | 2.5   | 15      | 1.0   | 94      | 6.6   | 91     | 6.5   |
| 1       | 0.1   | 1       | 0.1   | 1       | 0.1   | 3       | 0.2   | 3      | 0.2   |
| 1199    | 100.0 | 1381    | 100.0 | 1430    | 100.0 | 1430    | 100.0 | 1404   | 100.0 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

P-47

| NUMBER OF<br>HOURS | 30 NOV. |       | 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30  |
|--------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|-----|
|                    | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO. |
| 0                  | 83      | 14.6  | 24      | 4.7   | 40      | 8.2   | 75      | 10.9  | 14      | 2.1   | 29  |
| 1 - 40             | 262     | 46.2  | 109     | 21.0  | 53      | 10.8  | 91      | 13.2  | 55      | 8.4   | 49  |
| 41 - 80            | 157     | 27.7  | 119     | 23.0  | 101     | 20.6  | 122     | 17.7  | 127     | 19.5  | 34  |
| 81 - 120           | 54      | 9.4   | 79      | 15.3  | 99      | 20.2  | 106     | 15.4  | 108     | 16.6  | 79  |
| 121 - 160          | 8       | 1.4   | 69      | 13.3  | 30      | 6.1   | 116     | 16.8  | 101     | 15.5  | 122 |
| 161 - 200          | 4       | 0.7   | 66      | 12.7  | 57      | 11.6  | 110     | 15.9  | 138     | 21.1  | 92  |
| 201 - 220          |         |       | 30      | 5.8   | 28      | 5.7   | 31      | 4.5   | 51      | 7.8   | 84  |
| 221 - 240          |         |       | 11      | 2.1   | 10      | 2.2   | 20      | 2.9   | 32      | 4.9   | 65  |
| Over 240           |         |       | 11      | 2.1   | 21      | 4.3   | 19      | 2.7   | 27      | 4.1   | 33  |
| TOTAL              | 568     | 100.0 | 518     | 100.0 | 489     | 100.0 | 690     | 100.0 | 653     | 100.0 | 637 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

43.

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

P-47

| DEC.  | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30 APR. |       | 10 MAY |       |
|-------|---------|-------|---------|-------|---------|-------|---------|-------|--------|-------|
| %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.    | %     |
| 4.7   | 40      | 8.2   | 75      | 10.9  | 14      | 2.1   | 29      | 4.5   | 113    | 15.5  |
| 21.0  | 53      | 10.3  | 91      | 13.2  | 55      | 8.4   | 49      | 7.7   | 75     | 10.3  |
| 23.0  | 101     | 20.6  | 122     | 17.7  | 127     | 19.5  | 34      | 5.3   | 34     | 4.7   |
| 15.3  | 99      | 20.2  | 106     | 15.4  | 108     | 16.6  | 79      | 12.5  | 73     | 10.0  |
| 13.3  | 30      | 16.4  | 116     | 16.8  | 101     | 15.5  | 122     | 19.2  | 126    | 17.2  |
| 12.7  | 57      | 11.6  | 110     | 15.9  | 138     | 21.1  | 92      | 14.4  | 90     | 12.3  |
| 5.8   | 28      | 5.7   | 31      | 4.5   | 51      | 7.8   | 84      | 13.2  | 74     | 10.1  |
| 2.1   | 10      | 2.2   | 20      | 2.9   | 32      | 4.9   | 65      | 10.2  | 61     | 8.3   |
| 2.1   | 21      | 4.3   | 19      | 2.7   | 27      | 4.1   | 33      | 13.0  | 85     | 11.6  |
| 100.0 | 489     | 100.0 | 690     | 100.0 | 653     | 100.0 | 637     | 100.0 | 731    | 100.0 |



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS  
PAGE  
IS  
UNCLASSIFIED

49.

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

F-5

| NUMBER OF<br>HOURS | 30 NOV. |       | 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |   |
|--------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|---|
|                    | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | % |
| 0                  |         |       |         |       |         |       | 3       | 11.6  |         |   |
| 1 - 40             | 26      | 100.0 | 10      | 40.0  | 7       | 28.0  | 7       | 26.9  | 10      |   |
| 41 - 80            |         |       | 9       | 36.0  | 11      | 44.0  | 9       | 34.6  | 11      |   |
| 81 - 120           |         |       | 6       | 24.0  | 7       | 28.0  | 7       | 26.9  | 8       |   |
| 121 - 160          |         |       |         |       |         |       |         |       | 1       |   |
| 161 - 200          |         |       |         |       |         |       |         |       |         |   |
| 201 - 220          |         |       |         |       |         |       |         |       |         |   |
| 221 - 240          |         |       |         |       |         |       |         |       |         |   |
| Over 240           |         |       |         |       |         |       |         |       |         |   |
| TOTAL              | 26      | 100.0 | 25      | 100.0 | 25      | 100.0 | 26      | 100.0 | 30      |   |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

F-5

| 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30 APR. |       | 10 MAY |       |
|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|--------|-------|
| NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.    | %     |
|         |       |         |       | 3       | 11.6  |         |       |         |       | 3      | 8.1   |
| 10      | 40.0  | 7       | 28.0  | 7       | 26.9  | 10      | 33.3  | 11      | 32.4  | 11     | 29.7  |
| 9       | 36.0  | 11      | 44.0  | 9       | 34.6  | 11      | 36.7  | 8       | 23.5  | 8      | 21.6  |
| 6       | 24.0  | 7       | 28.0  | 7       | 26.9  | 8       | 26.7  | 15      | 44.1  | 14     | 37.9  |
|         |       |         |       |         |       | 1       | 3.3   |         |       | 1      | 2.7   |
| 25      | 100.0 | 25      | 100.0 | 26      | 100.0 | 30      | 100.0 | 34      | 100.0 | 37     | 100.0 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

F-6

| NUMBER OF<br>HOURS | 30 NOV. |       | 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30 APR. |
|--------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|
|                    | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     |
| 0                  | 1       | 1.4   | 7       | 11.5  | 10      | 16.4  | 5       | 8.2   | 37      | 37.8  |         |
| 1 - 40             | 40      | 59.8  | 27      | 44.3  | 19      | 31.2  | 9       | 14.7  | 6       | 6.1   | 41      |
| 41 - 80            | 19      | 28.1  | 6       | 9.8   | 13      | 21.3  | 25      | 41.0  | 10      | 10.2  | 6       |
| 81 - 120           | 7       | 10.4  | 12      | 19.7  | 6       | 9.8   | 4       | 6.6   | 19      | 19.4  | 7       |
| 121 - 160          |         |       | 6       | 9.8   | 11      | 18.1  | 13      | 21.3  | 11      | 11.2  | 8       |
| 161 - 200          |         |       | 1       | 1.6   | 1       | 1.6   | 4       | 6.6   | 12      | 12.3  | 6       |
| 201 - 220          |         |       | 2       | 3.3   | 1       | 1.6   |         |       | 2       | 2.0   | 1       |
| 221 - 240          |         |       |         |       |         |       | 1       | 1.6   | 1       | 1.0   | 1       |
| Over 240           |         |       |         |       |         |       |         |       |         |       | 1       |
| TOTAL              | 67      | 100.0 | 61      | 100.0 | 61      | 100.0 | 61      | 100.0 | 93      | 100.0 | 71      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

F-6

| 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       | 30 APR. |       | 10 MAY |       |
|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|--------|-------|
| NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.    | %     |
| 7       | 11.5  | 10      | 16.4  | 5       | 8.2   | 37      | 37.8  |         |       |        |       |
| 27      | 44.3  | 19      | 31.2  | 9       | 14.7  | 6       | 6.1   | 41      | 57.8  | 37     | 54.4  |
| 6       | 9.8   | 13      | 21.3  | 25      | 41.0  | 10      | 10.2  | 6       | 8.4   | 9      | 13.2  |
| 12      | 19.7  | 6       | 9.8   | 4       | 6.6   | 19      | 19.4  | 7       | 9.9   | 8      | 11.8  |
| 6       | 9.8   | 11      | 18.1  | 13      | 21.3  | 11      | 11.2  | 8       | 11.3  | 8      | 11.8  |
| 1       | 1.6   | 1       | 1.6   | 4       | 6.6   | 12      | 12.3  | 6       | 8.4   | 5      | 7.3   |
| 2       | 3.3   | 1       | 1.6   |         |       | 2       | 2.0   | 1       | 1.4   |        |       |
|         |       |         |       | 1       | 1.6   | 1       | 1.0   | 1       | 1.4   |        |       |
|         |       |         |       |         |       |         |       | 1       | 1.4   | 1      | 1.5   |
| 61      | 100.0 | 61      | 100.0 | 61      | 100.0 | 93      | 100.0 | 71      | 100.0 | 68     | 100.0 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

51.

COMBAT CREW PERSONNEL EXPERIENCE LEVELS

NIGHT FIGHTERS  
(Bem1. and P-61+)

| NUMBER OF<br>HOURS | 30 NOV. |       | 31 DEC. |       | 31 JAN. |       | 28 FEB. |       | 31 MAR. |       |
|--------------------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|
|                    | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     | NO.     | %     |
| 0                  | 2       | 5.3   |         |       |         |       | 2       | 6.4   |         |       |
| 1 - 40             | 2       | 5.3   | 4       | 11.4  | 4       | 13.3  | 6       | 19.4  | 23      | 51.1  |
| 41 - 80            | 10      | 26.3  | 8       | 22.9  | 7       | 23.3  | 4       | 12.9  | 2       | 4.4   |
| 81 - 120           | 17      | 44.7  | 15      | 42.9  | 13      | 43.3  | 12      | 38.7  | 10      | 22.2  |
| 121 - 160          | 3       | 7.9   | 6       | 17.1  | 5       | 16.8  | 6       | 19.4  | 9       | 20.0  |
| 161 - 200          | 3       | 7.9   | 2       | 5.7   | 1       | 3.3   |         |       |         |       |
| 201 - 220          | 1       | 2.6   |         |       |         |       | 1       | 3.2   | 1       | 2.3   |
| 221 - 240          |         |       |         |       |         |       |         |       |         |       |
| Over 240           |         |       |         |       |         |       |         |       |         |       |
| TOTAL              | 38      | 100.0 | 35      | 100.0 | 30      | 100.0 | 31      | 100.0 | 45      | 100.0 |

\*P-61 Personnel included in April and May.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

# COMBAT CREW PERSONNEL EXPERIENCE LEVELS

NIGHT FIGHTERS  
(Bom. and P-61+)

| SC.   | 31 JAN. |       |     | 28 FEB. |     | 31 MAR. |     | 30 APR. |     | 10 MAY |  |
|-------|---------|-------|-----|---------|-----|---------|-----|---------|-----|--------|--|
| %     | NO.     | %     | NO. | %       | NO. | %       | NO. | %       | NO. | %      |  |
|       |         |       | 2   | 6.4     |     |         | 16  | 17.2    | 2   | 4.9    |  |
| 11.4  | 4       | 13.3  | 6   | 19.4    | 23  | 51.1    | 33  | 35.5    | 18  | 43.9   |  |
| 22.9  | 7       | 23.3  | 4   | 12.9    | 2   | 4.4     | 19  | 20.4    | 13  | 31.7   |  |
| 42.9  | 13      | 43.3  | 12  | 38.7    | 10  | 22.2    | 12  | 12.9    | 5   | 12.2   |  |
| 17.1  | 5       | 16.3  | 6   | 19.4    | 9   | 20.0    | 11  | 11.6    | 2   | 4.9    |  |
| 5.7   | 1       | 3.3   |     |         |     |         |     |         |     |        |  |
|       |         |       | 1   | 3.2     | 1   | 2.3     | 2   | 2.2     | 1   | 2.4    |  |
| 100.0 | 30      | 100.0 | 31  | 100.0   | 45  | 100.0   | 93  | 100.0   | 41  | 100.0  |  |

1 and May.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

FLYING TIME AND GASOLINE CONSUMPTION

B-26

| MONTH   | FLYING TIME         |             |         |
|---------|---------------------|-------------|---------|
|         | OPER.               | NON-OPER.   | TOTAL   |
| Nov.    | -                   | -           | -       |
| Dec.    | 3483.4              | 1461.9      | 4945.3  |
| Jan.    | 1783.0              | 476.1       | 2259.1  |
| Feb.    | 3922.0              | 1358.0      | 5280.0  |
| Mar.    | 6505.0              | 1992.0      | 8497.0  |
| Apr.    | 10124.0             | 3383.0      | 13507.0 |
| May 1-8 | 325.0               | 896.0       | 1221.0  |
| TOTAL   | 26142.4             | 9567.0      | 35709.4 |
| MONTH   | GASOLINE CONSUMED   |             |         |
|         | U.S. GALS. CONSUMED | AV. PER HR. |         |
| Nov.    | -                   | -           | -       |
| Dec.    | 604,956             | 138.5       |         |
| Jan.    | 386,211             | 170.9       |         |
| Feb.    | 948,200             | 179.5       |         |
| Mar.    | 1,201,730           | 141.4       |         |
| Apr.    | 2,003,209           | 143.3       |         |

P-47

| MONTH   | FLYING TIME         |             |          | OPER.         |
|---------|---------------------|-------------|----------|---------------|
|         | OPER.               | NON-OPER.   | TOTAL    |               |
| Nov.    | 6305.0              | 1002.0      | 7307.0   | 85.0          |
| Dec.    | 10862.0             | 986.1       | 11848.1  | 233.0         |
| Jan.    | 8742.6              | 662.2       | 9404.8   | 129.2         |
| Feb.    | 12625.0             | 1140.0      | 13765.0  | 300.0         |
| Mar.    | 27266.0             | 1519.0      | 28785.0  | 430.0         |
| Apr.    | 31330.0             | 2052.0      | 33382.0  | 506.0         |
| May 1-8 | 3165.0              | 2088.0      | 5253.0   | 273.0         |
| TOTAL   | 100345.6            | 9449.3      | 109794.9 | 1956.2        |
| MONTH   | GASOLINE CONSUMED   |             |          | U.S. GALS. C. |
|         | U.S. GALS. CONSUMED | AV. PER HR. |          |               |
| Nov.    | 812,260             | 111.6       |          | 12,           |
| Dec.    | 1,250,892           | 105.6       |          | 26,           |
| Jan.    | 1,038,016           | 110.4       |          | 14,           |
| Feb.    | 1,444,925           | 104.9       |          | 36,           |
| Mar.    | 3,190,326           | 110.8       |          | 51,           |
| Apr.    | 3,637,196           | 110.3       |          | 59,           |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

52.

FLYING TIME AND GASOLINE CONSUMPTION

B-26

P-47

F-5

| FLYING TIME       |             |
|-------------------|-------------|
| NON-OPER.         | TOTAL       |
| -                 | -           |
| 1461.9            | 4945.3      |
| 476.1             | 2259.1      |
| 1358.0            | 5280.0      |
| 1992.0            | 8497.0      |
| 3383.0            | 13507.0     |
| 896.0             | 1221.0      |
| 9567.0            | 35709.4     |
| GASOLINE CONSUMED |             |
| QUANTITY          | AV. PER HR. |
| 56                | 158.5       |
| 11                | 170.9       |
| 100               | 179.5       |
| 730               | 141.4       |
| 100               | 143.3       |

| FLYING TIME         |             |          |
|---------------------|-------------|----------|
| OPER.               | NON-OPER.   | TOTAL    |
| 6305.0              | 1002.0      | 7307.0   |
| 10862.0             | 986.1       | 11848.1  |
| 8742.6              | 662.2       | 9404.8   |
| 12625.0             | 1140.0      | 13765.0  |
| 27266.0             | 1519.0      | 28785.0  |
| 31300.0             | 2052.0      | 33352.0  |
| 3165.0              | 2003.0      | 5253.0   |
| 100345.0            | 9449.3      | 109794.9 |
| GASOLINE CONSUMED   |             |          |
| U.S. GALS. CONSUMED | AV. PER HR. |          |
| 812,260             | 111.6       |          |
| 1,250,892           | 105.6       |          |
| 1,038,016           | 110.4       |          |
| 1,444,925           | 104.9       |          |
| 3,190,326           | 110.2       |          |
| 3,607,196           | 110.3       |          |

| FLYING TIME         |             |        |
|---------------------|-------------|--------|
| OPER.               | NON-OPER.   | TOTAL  |
| 85.0                | 43.0        | 128.0  |
| 233.0               | 49.0        | 282.0  |
| 129.2               | 19.0        | 148.2  |
| 300.0               | 65.0        | 365.0  |
| 430.0               | 37.0        | 517.0  |
| 506.0               | 37.0        | 593.0  |
| 273.0               | 48.0        | 321.0  |
| 1956.2              | 398.0       | 2354.2 |
| GASOLINE CONSUMED   |             |        |
| U.S. GALS. CONSUMED | AV. PER HR. |        |
| 12,609              | 98.47       |        |
| 26,816              | 95.1        |        |
| 14,825              | 100.0       |        |
| 36,400              | 99.7        |        |
| 51,650              | 99.9        |        |
| 99,415              | 100.2       |        |



THIS PAGE IS UNCLASSIFIED

53.

## FLYING TIME AND GASOLINE CONSUMPTION

| F-6     |                     |             |             | BEAUFORT |                     |             |             | P-6   |                     |             |             |
|---------|---------------------|-------------|-------------|----------|---------------------|-------------|-------------|-------|---------------------|-------------|-------------|
| MONTH   | FLYING TIME         |             |             | MONTH    | FLYING TIME         |             |             | MONTH | FLYING TIME         |             |             |
|         | OPER.               | NON-OPER.   | TOTAL       |          | OPER.               | NON-OPER.   | TOTAL       |       | OPER.               | NON-OPER.   | TOTAL       |
| Nov.    | 352.0               | 122.0       | 474.0       | Nov.     | 165.0               | 82.0        | 247.0       | Nov.  | 113.0               | 215.0       | 328.0       |
| Dec.    | 750.0               | 96.0        | 846.0       | Dec.     | 137.9               | 76.0        | 213.9       | Dec.  | 66.0                | 80.0        | 146.0       |
| Jan.    | 679.0               | 84.0        | 763.0       | Jan.     | 50.1                | 20.7        | 70.8        | Jan.  | 113.0               | 215.0       | 328.0       |
| Feb.    | 1520.0              | 187.0       | 1707.0      | Feb.     | 93.0                | 73.0        | 166.0       | Feb.  | 113.0               | 215.0       | 328.0       |
| Mar.    | 2344.0              | 157.0       | 2501.0      | Mar.     | 270.0               | 199.0       | 469.0       | Mar.  | 113.0               | 215.0       | 328.0       |
| Apr.    | 2358.0              | 641.0       | 2999.0      | Apr.     | 281.0               | 90.0        | 371.0       | Apr.  | 113.0               | 215.0       | 328.0       |
| May 1-3 | 419.0               | 112.0       | 531.0       | May      | 6.0                 | 9.0         | 15.0        | May   | 113.0               | 215.0       | 328.0       |
| TOTAL   | 8422.0              | 1399.0      | 9821.0      | TOTAL    | 1003.0              | 549.7       | 1552.7      | TOTAL | 179.0               | 295.0       | 474.0       |
| MONTH   | GASOLINE CONSUMED   |             | AV. PER HR. | MONTH    | GASOLINE CONSUMED   |             | AV. PER HR. | MONTH | GASOLINE CONSUMED   |             | AV. PER HR. |
|         | U.S. GALS. CONSUMED | AV. PER HR. |             |          | U.S. GALS. CONSUMED | AV. PER HR. |             |       | U.S. GALS. CONSUMED | AV. PER HR. |             |
| Nov.    | 30,199              | 63.71       | Nov.        | 32,379   | 131.1               | Nov.        | 32,379      | 131.1 | 30,199              | 63.71       | Nov.        |
| Dec.    | 52,676              | 62.3        | Dec.        | 29,590   | 138.3               | Dec.        | 29,590      | 138.3 | 52,676              | 62.3        | Dec.        |
| Jan.    | 41,703              | 54.7        | Jan.        | 12,565   | 177.5               | Jan.        | 12,565      | 177.5 | 41,703              | 54.7        | Jan.        |
| Feb.    | 106,655             | 62.4        | Feb.        | 26,525   | 159.7               | Feb.        | 26,525      | 159.7 | 106,655             | 62.4        | Feb.        |
| Mar.    | 161,006             | 64.4        | Mar.        | 57,200   | 122.0               | Mar.        | 57,200      | 122.0 | 161,006             | 64.4        | Mar.        |
| Apr.    | 188,641             | 62.9        | Apr.        | 44,117   | 119.0               | Apr.        | 44,117      | 119.0 | 188,641             | 62.9        | Apr.        |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

FLYING TIME AND GASOLINE CONSUMPTION

BEAUFIGHTER

P-61

| TIME              | FLYING TIME         |           |             |
|-------------------|---------------------|-----------|-------------|
|                   | OPER.               | NON-OPER. | TOTAL       |
| TOTAL             |                     |           |             |
| 474.0             | 165.0               | 82.0      | 247.0       |
| 846.0             | 137.9               | 76.0      | 213.9       |
| 763.0             | 50.1                | 20.7      | 70.8        |
| 1707.0            | 93.0                | 73.0      | 166.0       |
| 2501.0            | 270.0               | 199.0     | 469.0       |
| 2999.0            | 281.0               | 90.0      | 371.0       |
| 531.0             | 6.0                 | 9.0       | 15.0        |
| 9821.0            | 1003.0              | 549.7     | 1552.7      |
| GASOLINE CONSUMED | GASOLINE CONSUMED   |           | AV. PER HR. |
|                   | U.S. GALS. CONSUMED |           |             |
| AV. PER HR.       |                     |           |             |
| 63.71             | 32,379              |           | 131.1       |
| 62.3              | 29,590              |           | 133.3       |
| 54.7              | 12,565              |           | 177.5       |
| 62.4              | 26,525              |           | 159.7       |
| 64.4              | 57,200              |           | 122.0       |
| 62.9              | 44,117              |           | 119.0       |

| FLYING TIME         |           |             |
|---------------------|-----------|-------------|
| OPER.               | NON-OPER. | TOTAL       |
|                     |           |             |
|                     |           |             |
|                     |           |             |
|                     |           |             |
| 113.0               | 215.0     | 328.0       |
| 66.0                | 80.0      | 146.0       |
| 179.0               | 295.0     | 474.0       |
| GASOLINE CONSUMED   |           | AV. PER HR. |
| U.S. GALS. CONSUMED |           |             |
|                     |           |             |
|                     |           |             |
|                     |           |             |
|                     |           |             |
| 54,503              |           | 166.2       |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

RATIOS OF REPORT

AIRCRAFT OPERATIONAL LOSSES (MIA + CAT.B) AND BATTLE DAMAGE (MIA + CAT.B) AS PERCENT OF CREDIT SORT

D-26

P-47

| MONTH   | CREDIT<br>SORTS | OPER. LOSS |     | BATTLE DAM. |      |
|---------|-----------------|------------|-----|-------------|------|
|         |                 | NO.        | %   | NO.         | %    |
| Nov.    | -               | -          | -   | -           | -    |
| Dec.    | 844             | 14         | 1.6 | 148         | 17.5 |
| Jan.    | 393             | 8          | 2.0 | 55          | 14.0 |
| Feb.    | 950             | 5          | .5  | 52          | 5.5  |
| Mar.    | 1722            | 9          | .5  | 104         | 6.0  |
| Apr.    | 2474            | 11         | .4  | 60          | 2.7  |
| May 1-8 | 63              | -          | -   | -           | -    |
| TOTAL   | 6446            | 47         | .7  | 427         | 6.6  |

| CREDIT<br>SORTS | OPER. LOSS |    | BATTLE DAM. |     |
|-----------------|------------|----|-------------|-----|
|                 | NO.        | %  | NO.         | %   |
| 2302            | 20         | .7 | 25          | .9  |
| 4395            | 44         | .9 | 106         | 2.7 |
| 4359            | 29         | .7 | 127         | 2.9 |
| 6918            | 35         | .5 | 100         | 2.4 |
| 12712           | 69         | .5 | 358         | 2.7 |
| 11820           | 71         | .6 | 326         | 2.8 |
| 1103            | 1          | .1 | 1           | .1  |
| 43816           | 209        | .6 | 1190        | 2.7 |

| CREDIT<br>SORTS |  |
|-----------------|--|
| 59              |  |
| 138             |  |
| 72              |  |
| 132             |  |
| 262             |  |
| 332             |  |
| 3               |  |
| 1025            |  |

P-6

REMARKS

|         |      |    |     |    |     |
|---------|------|----|-----|----|-----|
| Nov.    | 240  | 2  | .3  | -  | -   |
| Dec.    | 468  | 6  | 1.3 | 3  | .7  |
| Jan.    | 389  | 2  | .5  | 3  | .8  |
| Feb.    | 806  | 4  | .5  | 13 | 1.6 |
| Mar.    | 1105 | 2  | .2  | 2  | .2  |
| Apr.    | 1415 | 6  | .4  | 2  | .1  |
| May 1-8 | 94   | 1  | 1.1 | 1  | 1.1 |
| TOTAL   | 4517 | 23 | .5  | 24 | 5.3 |

|     |    |     |    |     |
|-----|----|-----|----|-----|
| .73 | 1  | 1.4 | 1  | 1.4 |
| .72 | 2  | 2.8 | -  | -   |
| 34  | 2  | 5.9 | -  | -   |
| 61  | 2  | 3.3 | -  | -   |
| 130 | 3  | 2.3 | 7  | 5.4 |
| 118 | 6  | 5.1 | 2  | 1.7 |
| 2   | -  | -   | -  | -   |
| 490 | 16 | 3.3 | 10 | 2.0 |

|    |  |
|----|--|
| -  |  |
| -  |  |
| -  |  |
| -  |  |
| -  |  |
| 62 |  |
| 36 |  |
| 98 |  |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

RATIOS OF REPORT

CAT.E) AND BATTLE DAMAGE (PERCENT OF CAT.E) AS PERCENT OF CREDIT SORTIES

P-47

| BATTLE DAM. |      | CREDIT SORTIES |     | OPER. LOSS |      | BATTLE DAM. |   |
|-------------|------|----------------|-----|------------|------|-------------|---|
| N.          | %    | NO.            | %   | NO.        | %    | N.          | % |
| -           | -    | 2302           | 20  | .7         | 35   | .9          |   |
| 8           | 17.5 | 4995           | 44  | .9         | 100  | 3.7         |   |
| 5           | 14.0 | 4559           | 29  | .7         | 127  | 2.9         |   |
| 2           | 5.5  | 6943           | 35  | .5         | 100  | 2.4         |   |
| 4           | 6.0  | 12712          | 69  | .5         | 358  | 2.7         |   |
| 6           | 2.7  | 11820          | 71  | .6         | 326  | 2.0         |   |
| -           | -    | 1103           | 1   | .1         | 1    | .1          |   |
| 7           | 6.6  | 44513          | 200 | .6         | 1190 | 2.7         |   |

P-5

| CREDIT SORTIES |   | OPER. LOSS |   | BATTLE DAM. |   |
|----------------|---|------------|---|-------------|---|
| NO.            | % | NO.        | % | NO.         | % |
| 55             | 1 | 1.9        |   |             |   |
| 135            | - | -          |   |             |   |
| 72             | - | -          |   | N           | N |
| 102            | 1 | .6         |   | I           | I |
| 262            | 1 | .4         |   | L           | L |
| 332            | - | -          |   |             |   |
| 3              | - | -          |   |             |   |
| 1035           | 5 | .3         |   |             |   |

REMARKS

|   |     |     |    |     |    |     |
|---|-----|-----|----|-----|----|-----|
| - | -   | 73  | 1  | 1.4 | 1  | 1.4 |
| 3 | .7  | 72  | 2  | 2.8 | -  | -   |
| 3 | .8  | 34  | 2  | 5.9 | -  | -   |
| 3 | 1.6 | 61  | 2  | 3.3 | -  | -   |
| 2 | .2  | 130 | 3  | 2.3 | 7  | 5.4 |
| 2 | .1  | 113 | 6  | 5.1 | 2  | 1.7 |
| 1 | 1.1 | 2   | -  | -   | -  | -   |
| 4 | 5.3 | 490 | 16 | 3.3 | 10 | 2.0 |

P-61

|    |   |     |   |     |
|----|---|-----|---|-----|
| -  | - | -   | - | -   |
| -  | - | -   | - | -   |
| -  | - | -   | - | -   |
| -  | - | -   | - | -   |
| -  | - | -   | - | -   |
| 62 | 2 | 3.2 | 1 | 1.6 |
| 36 | - | -   | - | -   |
| 98 | 2 | 2.0 | 1 | 1.0 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

TABLE 2.2.2.2.2

TOTALS IN MARKET RELATED TO MARKET, LABORERS' UNION, C.A/C OFFICE AND L.A.C.

1-26

| MONTH  | TOTAL TONS MOVED<br>ON TARGET | COMMIT. |         | MANIFESTED TONS |         | A/C MEA + CAT. 2 |         |
|--------|-------------------------------|---------|---------|-----------------|---------|------------------|---------|
|        |                               | NUMBER  | PERCENT | NUMBER          | PERCENT | NUMBER           | PERCENT |
| Nov.   | -                             | -       | -       | -               | -       | -                | -       |
| Dec.   | 354                           | 120     | .33     | 115             | 1.01    | 11               | 1.01    |
| Jan.   | 455                           | 110     | .24     | 24              | 1.01    | -                | -       |
| Feb.   | 1623                          | 1179    | 1.01    | 25              | 1.01    | -                | -       |
| Mar.   | 2733                          | 1143    | 1.43    | 1146            | 1.01    | -                | -       |
| Apr.   | 5531                          | 2025    | 1.44    | 1941            | 1.01    | 11               | 101.00  |
| May 1- | 46                            | 69      | .37     | 25              | 1.01    | -                | -       |
| TOTAL  | 9242                          | 7744    | 1.31    | 4571            | 1.33    | 17               | 101.01  |

P-47

|         |       |       |     |       |     |     |       |
|---------|-------|-------|-----|-------|-----|-----|-------|
| Nov.    | 1146  | 3125  | .33 | 2611  | .33 | 2   | 32.5  |
| Dec.    | 2141  | 3200  | .44 | 477   | .44 | 4   | 47.7  |
| Jan.    | 2103  | 4571  | .46 | 1302  | .44 | 2   | 72.52 |
| Feb.    | 3426  | 7145  | .43 | 3019  | .30 | 1   | 97.9  |
| Mar.    | 5257  | 12072 | .41 | 12132 | .42 | 1   | 70.19 |
| Apr.    | 2607  | 11955 | .22 | 11344 | .23 | 71  | 33.71 |
| May 1-8 | 10    | 1206  | .08 | 396   | .11 | 1   | 10.0  |
| TOTAL   | 16550 | 46142 | .36 | 43219 | .33 | 209 | 61.43 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

PERIOD OF REPORT  
OPERATIONAL FLYING TIME PER 100 OPERATIONAL, C/O MILITARY, DOMESTIC, AND FOREIGN

1-25

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 |                         |          |          |          |          |         |          |       |          |
| Dec.     | 3405                    | 112      | 31.1     | 149      | 23.4     | 112     | 31.1     | 371   | 28.2     |
| Jan. '45 | 1705                    | 111      | 18.2     | 145      | 12.3     | 111     | 16.1     | 367   | 15.5     |
| Feb.     | 5922                    | 131      | 29.9     | 168      | 25.1     | 131     | 29.9     | 429   | 28.3     |
| Mar.     | 6000                    | 155      | 11.7     | 161      | 25.0     | 155     | 11.7     | 477   | 20.8     |
| Apr.     | 10124                   | 146      | 21.9     | 171      | 22.2     | 146     | 21.9     | 563   | 22.0     |
| May '45  | 325                     | 142      | 2.1      | 172      | 1.1      | 142     | 2.1      | 559   | 1.6      |
| TOTAL    | 25142                   | 819      | 31.2     | 979      | 26.7     | 819     | 32.0     | 2617  | 27.7     |

1-7

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 |                         |          |          |          |          |         |          |       |          |
| Dec.     | 1802                    | 113      | 14.5     | 150      | 18.1     | 113     | 14.5     | 413   | 16.3     |
| Jan. '45 | 1705                    | 101      | 34.3     | 153      | 24.2     | 101     | 34.3     | 404   | 24.2     |
| Feb.     | 5703                    | 117      | 45.7     | 130      | 23.0     | 117     | 45.7     | 477   | 34.3     |
| Mar.     | 12125                   | 136      | 32.1     | 141      | 36.5     | 136     | 32.1     | 517   | 34.3     |
| Apr.     | 2721                    | 100      | 13.2     | 125      | 31.9     | 100     | 13.2     | 425   | 21.9     |
| May '45  | 3130                    | 107      | 25.1     | 137      | 31.9     | 107     | 25.1     | 514   | 28.5     |
| TOTAL    | 3165                    | 576      | 22.7     | 727      | 26.7     | 576     | 22.7     | 1303  | 24.7     |

1-5

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 | 85                      | 12       | 7.1      | 25       | 5.7      | 12      | 7.1      | 37    | 6.4      |
| Dec.     | 273                     | 13       | 23.0     | 21       | 11.1     | 13      | 23.0     | 54    | 17.7     |
| Jan. '45 | 120                     | 14       | 12.3     | 21       | 5.1      | 14      | 12.3     | 55    | 14.7     |
| Feb.     | 300                     | 14       | 19.3     | 11       | 14.3     | 14      | 19.3     | 45    | 19.3     |
| Mar.     | 430                     | 17       | 23.3     | 25       | 17.1     | 17      | 23.3     | 69    | 23.3     |
| Apr.     | 500                     | 20       | 25.5     | 25       | 20.2     | 20      | 25.5     | 70    | 23.6     |
| May '45  | 273                     | 19       | 14.3     | 29       | 9.1      | 19      | 14.3     | 77    | 14.1     |
| TOTAL    | 1956                    | 109      | 18.3     | 178      | 11.8     | 109     | 18.3     | 326   | 18.3     |

1-6

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 | 352                     | 31       | 11.4     | 12       | 5.4      | 31      | 11.4     | 53    | 11.4     |
| Dec.     | 770                     | 27       | 27.3     | 30       | 19.3     | 27      | 27.3     | 87    | 23.3     |
| Jan. '45 | 678                     | 34       | 20.0     | 30       | 17.1     | 34      | 20.0     | 94    | 17.1     |
| Feb.     | 1520                    | 28       | 42.2     | 44       | 34.3     | 28      | 42.2     | 112   | 34.3     |
| Mar.     | 2300                    | 27       | 33.1     | 41       | 31.9     | 27      | 33.1     | 118   | 31.9     |
| Apr.     | 2050                    | 43       | 49.1     | 75       | 33.7     | 43      | 49.1     | 158   | 33.7     |
| May '45  | 419                     | 10       | 9.4      | 34       | 7.8      | 10      | 9.4      | 54    | 7.8      |
| TOTAL    | 6222                    | 202      | 32.1     | 266      | 25.2     | 202     | 32.1     | 734   | 28.2     |

1-4

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 | 170                     | 5        | 20.0     | 12       | 13.3     | 5       | 20.0     | 17    | 20.0     |
| Dec.     | 150                     | 5        | 17.3     | 13       | 10.0     | 5       | 17.3     | 18    | 17.3     |
| Jan. '45 | 100                     | 3        | 10.3     | 12       | 4.2      | 3       | 10.3     | 15    | 10.3     |
| Feb.     | 90                      | 9        | 10.3     | 10       | 9.3      | 9       | 10.3     | 28    | 10.3     |
| Mar.     | 273                     | 12       | 22.5     | 13       | 20.3     | 12      | 22.5     | 38    | 22.5     |
| Apr.     | 210                     | 7        | 40.1     | 11       | 20.1     | 7       | 40.1     | 25    | 20.1     |
| May '45  | 100                     | 3        | 2.0      | 10       | 4.4      | 3       | 2.0      | 16    | 4.4      |
| TOTAL    | 1003                    | 53       | 18.9     | 69       | 11.3     | 53      | 19.3     | 122   | 18.9     |

1-5

| MONTH    | OPERATIONAL FLYING TIME | DOMESTIC |          | MILITARY |          | FOREIGN |          | TOTAL |          |
|----------|-------------------------|----------|----------|----------|----------|---------|----------|-------|----------|
|          |                         | NO.      | HRS. PER | NO.      | HRS. PER | NO.     | HRS. PER | NO.   | HRS. PER |
| Nov. '44 | 113                     | 7        | 16.2     | 2        | 36.5     | 7       | 16.2     | 9     | 16.2     |
| Dec.     | 66                      | 11       | 6.3      | 7        | 9.1      | 11      | 6.3      | 18    | 9.1      |
| Jan. '45 | 179                     | 10       | 9.9      | 9        | 19.9     | 10      | 9.9      | 19    | 9.9      |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

RATES OF LOSS  
PER 100 OPERATIONS, 100 MILES, 100 HOURS, 100 DAYS AND SOME

56.

1-47

| OPERATION | PER 100 | PER 100 | PER 100 | PER 100 | PER 100 |
|-----------|---------|---------|---------|---------|---------|
| NO.       | HRS.    | NO.     | HRS.    | NO.     | HRS.    |
| PER       | PER     | PER     | PER     | PER     | PER     |
| 9         | 23.4    | 112     | 31.1    | 922     | 5.3     |
| 15        | 12.5    | 111     | 16.1    | 1       | 5.3     |
| 35        | 25.1    | 131     | 29.2    | 110     | 1.3     |
| 61        | 36.3    | 177     | 41.7    | 150     | 5.4     |
| 71        | 34.2    | 185     | 38.3    | 202     | 8.4     |
| 72        | 1.1     | 113     | 2.1     | 1       | 1.1     |
| 79        | 26.7    | 312     | 32.0    | 7044    | 1.7     |

| OPERATION | PER 100 |          | PER 100 |          | PER 100 |          | PER 100 |          |
|-----------|---------|----------|---------|----------|---------|----------|---------|----------|
|           | NO.     | HRS. PER | NO.     | HRS. PER | NO.     | HRS. PER | NO.     | HRS. PER |
| 10032     | 103     | 135.5    | 50      | 18.1     | 150     | 21.5     | 5125    | 2.4      |
| 10032     | 200     | 24.3     | 20      | 21.1     | 199     | 14.1     | 1200    | 2.1      |
| 10032     | 107     | 45.7     | 30      | 23.0     | 10      | 41.0     | 1279    | 1.9      |
| 12001     | 206     | 61.3     | 30      | 30.5     | 200     | 11.1     | 725     | 1.3      |
| 2721      | 323     | 15.2     | 325     | 31.9     | 325     | 31.9     | 1100    | 2.1      |
| 91310     | 307     | 30.1     | 307     | 31.9     | 335     | 30.7     | 1100    | 2.3      |
| 3165      | 302     | 1.7      | 171     | 16.7     | 302     | 2.0      | 100     | 2.0      |
| 100346    | 100     | 1.4      | 100     | 33.2     | 100     | 10.0     | 100     | 2.2      |

F-6

| OPERATION | PER 100 | PER 100 | PER 100 | PER 100 | PER 100 |
|-----------|---------|---------|---------|---------|---------|
| NO.       | HRS.    | NO.     | HRS.    | NO.     | HRS.    |
| PER       | PER     | PER     | PER     | PER     | PER     |
| 23        | 3.7     | 12      | 7.1     | 53      | 1.9     |
| 21        | 11.1    | 10      | 25.7    | 10      | 1.7     |
| 21        | 3.1     | 10      | 12.7    | 71      | 1.3     |
| 21        | 14.3    | 10      | 13.3    | 10      | 1.0     |
| 23        | 17.1    | 17      | 25.3    | 202     | 1.2     |
| 25        | 20.2    | 20      | 31.3    | 334     | 1.5     |
| 29        | 9.4     | 10      | 14.4    | 10      | 34.1    |
| 30        | 11.9    | 100     | 16.8    | 1025    | 1.9     |

|      |     |      |    |      |     |      |      |     |
|------|-----|------|----|------|-----|------|------|-----|
| 302  | 51  | 11.4 | 42 | 5.4  | 50  | 11.7 | 240  | 1.0 |
| 750  | 27  | 27.3 | 30 | 12.1 | 27  | 11.7 | 170  | 1.3 |
| 679  | 51  | 20.0 | 50 | 17.1 | 34  | 2.0  | 100  | 1.7 |
| 1520 | 50  | 42.2 | 40 | 34.3 | 50  | 42.4 | 310  | 1.9 |
| 234  | 37  | 13.4 | 40 | 31.9 | 37  | 13.3 | 1170 | 2.0 |
| 2050 | 10  | 43.1 | 70 | 33.7 | 40  | 11.1 | 1125 | 1.7 |
| 419  | 100 | 9.4  | 34 | 7.8  | 30  | 11.3 | 90   | 4.4 |
| 0422 | 202 | 32.1 | 55 | 25.2 | 240 | 34.2 | 4025 | 1.8 |

-61

| OPERATION | PER 100 | PER 100 | PER 100 | PER 100 | PER 100 |
|-----------|---------|---------|---------|---------|---------|
| NO.       | HRS.    | NO.     | HRS.    | NO.     | HRS.    |
| PER       | PER     | PER     | PER     | PER     | PER     |
| 12        | 13.3    | 3       | 20.0    | 70      | 2.1     |
| 15        | 10.6    | 3       | 17.3    | 70      | 1.7     |
| 12        | 4.2     | 3       | 3.3     | 10      | 1.0     |
| 10        | 9.3     | 9       | 10.3    | 51      | 1.3     |
| 13        | 29.3    | 11      | 24.5    | 130     | 2.1     |
| 11        | 20.1    | 7       | 40.1    | 120     | 2.2     |
| 15        | 4.4     | 3       | 2.0     | 2       | 3.0     |
| 89        | 11.3    | 52      | 19.3    | 512     | 2.0     |

|     |    |      |   |      |   |      |     |     |
|-----|----|------|---|------|---|------|-----|-----|
|     |    |      |   |      |   |      |     |     |
| 113 | 7  | 16.1 | 2 | 36.5 | 2 | 56.5 | 12  | 1.3 |
| 66  | 11 | 6.0  | 7 | 9.1  | 7 | 9.9  | 12  | 1.6 |
| 179 | 18 | 9.9  | 9 | 19.9 | 9 | 19.9 | 104 | 1.7 |

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

57.

DEFINITIONS

**SORTIE:**

An aircraft airborne on a mission against the enemy (synonymous with term: aircraft dogfight or aircraft taking off).

**AIRCRAFT CREDIT SORTIE:**

Deemed to have taken place when an airplane, ordered on an operational mission and in the process of entering an area where enemy anti-aircraft fire may be effective or where usual enemy fighter airplane in any way is subjected to enemy attack.

**ENCLOSURE SORTIE:**

A sortie which carries out the purpose of the mission.

**AIRCRAFT MIA:**

An aircraft failing to return from an operational mission and considered lost.

**CAT. E:**

An airplane damaged beyond economical repair as a result of operational activity.

**SALVAGE NON-OPERATIONAL:**

An aircraft damaged beyond economical repair while not in performance of an operational mission (flights, etc.)

**ENEMY AIRCRAFT CASUALTIES:**

Destroyed in the Air - Aircraft in flight shall be considered destroyed when:

1. Seen to crash.
2. Seen to disintegrate in the air or be enveloped in flames.
3. Seen to descend on friendly territory and be captured.
4. Pilot and entire crew seen to bail out.

Destroyed on the Ground - Aircraft not in flight shall be considered destroyed when:

1. Seen by photograph to have been blown apart or burned out.
2. Seen by strike photo to have been within unobstructed lethal radius.
3. Seen to sink in deep water.
4. Known to have been aboard carrier or other ship at time of conflict.

Probably Destroyed - Aircraft shall be considered probably destroyed when:

1. While in flight, it is so damaged as to have less than an even chance of returning to friendly territory safely.



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P

DEFINITIONS

a mission against the enemy (synonymous with term: aircraft dispatched, aircraft airborne and

ance when an airplane, ordered on an operational mission and in the performance of that mission, has enemy anti-aircraft fire may be effective or where actual enemy fighter pursuit occurs; or when the subjected to enemy attack.

ut the purpose of the mission.

eturn from an operational mission is considered lost.

and economical repair as a result of operational activity.

and economical repair while not in performance of an operational mission (ground accidents, training

ircraft in flight shall be considered destroyed when:

- Seen to crash.
- Seen to disintegrate in the air or be enveloped in flames.
- Seen to descend on friendly territory and be captured.
- Pilot and entire crew seen to bail out.

Aircraft not in flight shall be considered destroyed when:

- Seen by photograph to have been blown apart or burned out.
- Seen by strike photo to have been within unobstructed lethal radius of a fragmentation bomb.
- Seen to sink in deep water.

Known to have been aboard carrier or other ship at time of confirmed sinking.

ift shall be considered probably destroyed when:

While in flight, it is so damaged as to have less than an even chance of reaching its own territory safely.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E  
  
I  
S  
  
U  
N  
C  
L  
A  
S  
S  
I  
F  
I  
E  
D

Definitions Conti.--

- Damaged - Aircraft shall be considered damaged when:
1. While in flight it is so damaged as to require repair before being better than an even chance of remaining its own territory safely.
  2. So damaged by bombing or strafing as to require repair before being

EFFECTIVE STRENGTH:

The lower between available crews and operational aircraft in operational tactical units, data totaled for the air force.

COMBAT CYCLE:

Includes all aircraft which have once been assigned to an operational combat unit and which has or transferred to training.

2ND LINE AIRCRAFT:

A tactical type aircraft which, because of age, obsolescence, or other reasons, is classified combat use.

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

T  
H  
I  
S  
  
P  
A  
G  
E

10.

damaged by bombing or strafing as to have less than an even chance of being repaired.

Considered damaged when:

1. In flight it is so damaged as to require repair before beginning another mission but has less than an even chance of returning to its own territory safely.

2. Damaged by bombing or strafing as to require repair before becoming operational.

3. Aircraft and operational aircraft in operational tactical units, determined for each unit and

4. Aircraft once been assigned to an operational tactical unit in which have not been lost, surveyed

because of age, obsolescence, or other reasons, is classified as permanently unfit for

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

50.

COPIES

- 1-5 CG, XII Tactical Air Command, APO 374
- 7-8 CG, 7th Fighter Wing (Historical) APO 374
- 9-14 CG, 7th Fighter Wing, APO 374
- 15-20 CG, 7th Fighter Wing, APO 374
- 21-26 CG, 4th Combat Bomb Wing (H), APO 374
- 27 CG, 1st French Air Corps
- 28 CG, 1st French Air Corps
- 29 CG, U.S. Strategic Air Forces in Europe
- 30 CG, U.S. Strategic Air Forces in Europe (H-2)
- 31 CG, U.S. Strategic Air Forces in Europe (H-3)
- 32 CG, U.S. Strategic Air Forces in Europe (H-4)
- 33-34 CG, U.S. Strategic Air Forces in Europe (Historical)
- 35-39 CG, 1st Air Forces (Stat. Sect. Div.) Washington, D.C.
- 40 Chief of Air Staff, Air Ministry
- 41 Prime Minister (Stat.), Office of the Prime Minister, St. George St., London SW1
- 42 Director of Air Tactics, Air Ministry
- 43 Air Ministry, Air Force (Statistical Section)
- 44 Air Ministry, AIB (U.S.A.)
- 45 Supreme Hq. USA (Secretary to Gen. Staff)
- 46 Supreme Hq. USA, Air Staff, O's Records, A-3 Division
- 47 Supreme Hq. USA, Air Staff, A-4 Division, Statistical Officer
- 48 CG, USA, Pacific Ocean Areas (Agman) APO 963, C/O P.O., San Francisco, Calif.

DISTRIBUTION

COPY

- 1-5 CG, XII Tactical Air Command, APO 374
- 7-8 CG, 7th Fighter Wing (Historical) APO 374
- 9-14 CG, 7th Fighter Wing (Historical) APO 374
- 15-20 CG, 7th Fighter Wing (Historical) APO 374
- 21-26 CG, 4th Combat Bomb Wing (H) APO 374
- 27 CG, 1st French Air Corps
- 28 CG, 1st French Air Corps
- 29 CG, U.S. Strategic Air Forces in Europe
- 30 CG, U.S. Strategic Air Forces in Europe (H-2)
- 31 CG, U.S. Strategic Air Forces in Europe (H-3)
- 32 CG, U.S. Strategic Air Forces in Europe (H-4)
- 33-34 CG, U.S. Strategic Air Forces in Europe (Historical)
- 35-39 CG, 1st Air Forces (Stat. Sect. Div.) Washington, D.C.
- 40 Chief of Air Staff, Air Ministry
- 41 Prime Minister (Stat.), Office of the Prime Minister, St. George St., London SW1
- 42 Director of Air Tactics, Air Ministry
- 43 Air Ministry, Air Force (Statistical Section)
- 44 Air Ministry, AIB (U.S.A.)
- 45 Supreme Hq. USA (Secretary to Gen. Staff)
- 46 Supreme Hq. USA, Air Staff, O's Records, A-3 Division
- 47 Supreme Hq. USA, Air Staff, A-4 Division, Statistical Officer
- 48 CG, USA, Pacific Ocean Areas (Agman) APO 963, C/O P.O., San Francisco, Calif.

THIS PAGE IS UNCLASSIFIED

**T  
H  
I  
S  
  
P  
A  
G**

CITY . . .

lif.

INTERNATIONAL UNION OF PURE AND APPLIED CHEMISTRY  
INC., 20 CENTRAL AVENUE, NEW YORK 17, N.Y.  
30 JUL 1968.

THIS PAGE IS UNCLASSIFIED

549-308

NOV-1944

MICROFILMED

RETURN TO  
Historical Research Division  
3825/HOA  
Maxwell AFB, AL 36112

THIS  
PAGE  
IS  
UNCLASSIFIED

DECLASSIFIED  
EO 11652

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION |                   | OBJECTIVE       |   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|
| GROUP   | TIME OF JANE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    |
| 348     | 1/10              | Area 202        | Supply Depot at<br>Junction of<br>Highway 1 & Industry<br>Highway 1 & Highway 2<br>at 1000 ft | 1415<br>1415                            | 2839                   |  | 117             | 16                                  | 16                | 16                   |                           |                   |                    | 16    |
|         | 14                |                 | Factory at<br>Junction of<br>Highway 1 & Highway 2<br>at 1000 ft                              |   |                        |  |                 | 16                                  | 16                | 16                   |                           |                   |                    | 16    |

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 111 DATE 11-11-44

SECRET

SEC.  
AUTH. 111  
DATE 11-11-44  
INIT. W. Kell

| POWER |   |                              | ENEMY RESISTANCE             |               | RESULTS OF MISSION                    |   |                     |                |           |                    |                 |                   |      |                  |                |              |                                  |                  | REMARKS     |                   |    |           |  |
|-------|---|------------------------------|------------------------------|---------------|---------------------------------------|---|---------------------|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|----------------------------------|------------------|-------------|-------------------|----|-----------|--|
| OTHER | BOMBS ON TARGET                               |                              | AMMO.                        | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES        |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |                                  |                  |             | DEGREE OF SUCCESS |    |           |  |
|       | NUMBER, TYPE & WEIGHT                         | TOTAL TONNAGE                |                              |               |                                       |   | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN                          | AIRCRAFT DAMAGED | KILLED      |                   |    | MISSING   | WOUNDED SERIOUSLY  |
| 15    | 16  | 17                           | 18                           | 19            | 20                                    | 21  | 22                  | 23             | 24        | 25                 | 26              | 27                | 28   | 29               | 30             | 31           | 32                               | 33               | 34          | 35                | 36 | 37        | 38   |
|       | 16/500 lb<br>1/500 lb<br>1/500 lb<br>1/500 lb | 5.00<br>5.00<br>5.00<br>5.00 | 1.00<br>1.00<br>1.00<br>1.00 |               |                                       |   |                     |                |           |                    |                 |                   |      |                  |                |              | 1 CAT<br>1 CAT<br>1 CAT<br>1 CAT |                  |             |                   |    | Good      |  |
|       | 1/400 lb<br>1/400 lb<br>1/400 lb              | 3.00<br>3.00<br>3.00         | 1.00<br>1.00<br>1.00         |               |                                       |   |                     |                |           |                    |                 |                   |      |                  |                |              | 1 CAT<br>1 CAT<br>1 CAT          |                  | 1<br>1<br>1 |                   |    | Excellent | M/T 1-0-0<br>Losses 1-0-1<br>R/C CATS 1-0-0<br>G/P 1-0-0<br>Misses 1-0-0<br>All at 9 |

SECRET

THIS PAGE IS UNCLASSIFIED

W. Kell  
A. C. Kell II  
Captain, Air Corps  
Operations Officer



SECRET

AIR FORCE (PROVISIONAL)

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. DATE

| MISSION |                   |                        | OBJECTIVE                                      | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                  |                     | ENEMY RESISTANCE |                 |                                       |   |                |           |
|---------|-------------------|------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|----------------------------------|---------------------|------------------|-----------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION        | DESCRIPTION OF OBJECTIVE                       | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                  |                     | AMMO.            | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                        |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT            | TOTAL TONNAGE       |                  |                 |                                       |   |                |           |
| 1       | 2                 | 3                      | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                               | 17                  | 18               | 19              | 20                                    | 21  | 22             | 23        |
| 571     | 0927              | Dive Bomb              | G/P at V-382740                                | 1339                                    | 1145                   |  | P 47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 Gp<br>19/500 "            | 3.00<br>4.75        |                  |                 |                                       |   |                |           |
| "       | 1459              | Dive Bomb<br>Close Net | 12 between rail-<br>house & -enhein            | 1115                                    | 1111                   |  | "               | 7<br>4                              | 7<br>4            | 7<br>4               |                           |                   |                    |       | 11/500 Gp<br>14/500 "            | 3.50<br>3.50        |                  | 1st INACC       |                                       |   |                |           |
| "       | 1500              | "                      | in bridge at<br>V-382743, falls<br>at V-382740 | 1355                                    | 1125                   |  | "               | 8<br>4                              | 8<br>4            | 8<br>4               |                           |                   |                    |       | 11/500 Gp<br>2/500 "<br>14/500 " | 3.50<br>.50<br>4.00 |                  | 1st INACC<br>AC |                                       |   |                |           |
| "       | 1525              | "                      | in bridge at<br>V-382747                       | 1400                                    | 1150                   |  | "               | 12<br>4                             | 12<br>4           | 12<br>4              |                           |                   |                    |       | 11/500 Gp<br>30/500 "            | 4.50<br>7.50        |                  |                 |                                       |   |                |           |
| "       | 1530              | Dive Bomb              | G/P at V-313536                                | 1605                                    | 1130                   |  | "               | 8                                   | 7                 | 7                    |                           |                   |                    | 1     | 16/500 Gp<br>14/500 "            | 4.00<br>3.00        |                  | MOORE EFT<br>AC |                                       |   |                |           |
| "       | 0752              | "                      | Parred Target at<br>V-304785                   | 0830                                    | 2148                   |  | "               | 7                                   | 6                 | 6                    |                           |                   |                    | 1     | 14/500 Gp<br>1/500 "             | 3.50<br>.25         | MOORE/<br>AC     | MOORE EFT<br>AC |                                       |   |                |           |
| "       | 0813              | "                      | Gas Position at<br>V-304789                    | 0840<br>0840                            | 1130                   |  | "               | 9                                   | 7                 | 4                    |                           |                   | 3                  | 2     | 16/500 Gp                        | 4.00                |                  |                 |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
MISSIONS REPORT FORM 34  
MISSION NO. DATE

SECRET

SECRET

AUTH. DATE  
DATE INIT.

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

| BS ON<br>RGET |                     | AMMO.         | RESISTANCE                               |  | ENEMY LOSSES   |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                | CREW<br>MEMBERS |         |                  |        | REMARKS |         |         |                   |  |                   |
|---------------|---------------------|---------------|--|--|----------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|---------|---------|-------------------|--|-------------------|
| TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED |         |         | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY   | DEGREE OF SUCCESS |
| 17            | 18                  | 19            | 20                                       | 21   | 22             | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35      | 36      | 37                | 38   |                   |
| 3.20<br>4.75  |                     |               |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         | Poor              |  |                   |
| 3.50<br>3.50  |                     | 100 10000     |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         | Excellent         |  |                   |
| 3.50<br>4.50  |                     | 100 1000      |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         | Fair              |  |                   |
| 4.50<br>7.50  |                     |               |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         |                   |  |                   |
| 4.00<br>3.00  |                     | 1000 1000     |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         | Good              |  |                   |
| 3.50<br>2.75  | 1000/ 1000          | 100 1000      |  |  |                |           |                    |         | 1                  |      |                  |                | 1               |         |                  |        | 1       | Unknown |         | Good              |  |                   |
| 4.00          |                     |               |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         | Poor              |  |                   |
|               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |         |         |                   | Total Claims<br>W/T 1-0-2<br>Losses 1-0-0<br>Bridges 1-0-1<br>Roads Cut 1-0-1<br>Rail Cuts 7-0-1 |                   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. ~~116~~ DATE ~~11-11-54~~

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |
|---------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                               | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1       | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 3rd Twp | 0800              | Area Bomb       | Area at V-340707                                       | 0805                                    | 2115                   | 2000   | B-27            | 4                                   | 4                 | 4                    |                           |                   | 1                  |       | 13/260 Pzgrs          | 1.69          |                  |               |                                       |   |                |           |
| "       | 0840              | "               | Area at V-352547                                       | 0830                                    | 1145                   | 2000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 32/260 Pzgrs          | 4.16          | 1 1/2 100 800    |               |                                       |   |                |           |
| "       | 0930              | "               | Area at V-378753                                       | 1045                                    | 4130                   | 3000   | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 16/260 Pzgrs          | 2.08          | 100 800          |               |                                       |   |                |           |
| "       | 0945              | "               | Troop Concentration at V-315553                        | 1045                                    | 51                     | 1000   | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 28/260 Pzgrs          | 3.64          | 100 800          |               |                                       |   |                |           |
| "       | 1115              | "               | Gun & Troop Concentration between V-379601 to V-392598 |   | 3115                   |  | "               | 4                                   |                   |                      |                           |                   | 1                  | 3     |                       |               |                  |               |                                       |   |                |           |
| "       | 0945              | "               | RE Bridge at V-485359                                  | 1015                                    | 4105                   | 10000  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14/750 Pzgrs          | 5.25          | 100 800          |               |                                       |   |                |           |
| "       | 1515              | "               | Troop Concentration between V-362635 & V-361640        | 1610                                    | 2100                   | 500  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 30/500 Gs             | 7.50          | 100 800          |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
IONS REPORT FORM 34  
ION NO. DATE

**SECRET**

**SECRET**

AUTH \_\_\_\_\_

DATE 11-11-68

INIT. 601A

REMARKS

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

REPRODUCTION PLATES (101-100000) 10 00

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. ~~111~~ DATE ~~11-11-44~~

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION     |                   |                          | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                     |                  |                                       |   |                |
|-------------|-------------------|--------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION          | DESCRIPTION OF OBJECTIVE                                       | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                       |   | ENEMY          |
|             |                   |                          |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |
| 1           | 2                 | 3                        | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             |
| 3d<br>Photo | 1025              | Med Level<br>Photo Recon | 1. 1200 7th Bridge<br>2. 1100 1st Bridge<br>3. 1100 1st Bridge | 1200                                    | 2150                   | 16000  | 1               | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |
| "           | 1220              | "                        | 1. 1200 7th Bridge<br>2. 1100 1st Bridge<br>3. 1100 1st Bridge | 1140                                    | 2115                   | 19000  | 1               | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |

SECRET





SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1-1 DATE 1-1-1945

Page

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION     |                   |                         | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                     | ENEMY LOS     |                                       |   |                |           |
|-------------|-------------------|-------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION         | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|             |                   |                         |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |
| 1           | 2                 | 3                       | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        |
| 34<br>Photo | 1030              | High Level<br>Photo Run | Block 4-1338 to 4-1346 to 4-1353 to 4-1358                             | 1125                                    | 1855                   | 25000  | 75              | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |
| "           | 1340              | "                       | 4 Flight Lines west of Stras-  | 1430                                    | 1830                   | 27500  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |
| "           | 1048              | "                       | 10 Mile Block Coverage in Front of XV Corps                            | 1145                                    | 2104                   | 24000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |
| "           | 1030              | "                       | 10 Mile Block Coverage in Front of VI Corps                            | 1115                                    | 1840                   | 25000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |
| "           | 1008              | "                       | Ballistic OC Vh96169, V-550050, A-7998, AR297, V-719497, V9928, V-9219 | 1045                                    | 1844                   | 22000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | 877 INAC      |                                       |   |                |           |
| "           | 1037              | "                       | Gelekeheim A/B Schuchbach Hall A/B Ballistic R5337, L-5567             | 1145                                    | 2123                   | 24000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |

SECRET

SECRET

Page - 385

~~SECRET~~

AUTH. CO. 2011 FCM  
DATE 11-11-11  
INIT. *CLM*

THIS PAGE IS UNCLASSIFIED

\*\*\*\*\*



SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 102 DATE 1-11-54

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION     |                   |                                    | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |       | ENEMY         |                                       |   |                |
|-------------|-------------------|------------------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|---------------------------------------|---|----------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION                    | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |
|             |                   |                                    |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                       |   |                |
| 1           | 2                 | 3                                  | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                    | 21  | 22             |
| 28<br>Photo | 1340              | High Level<br>Photo Recon          | Strips St. Die<br>to Strasbourg                                  | 1420                                    | 1150                   | 25000  | F 5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |
| "           | 1044              | Photo Recon                        | Mailcote 4-3414,<br>4-3215, 4-3614,<br>4-6072, 4-5866,<br>4-5867 |   | 1136                   |  | "               | 2                                   | 2                 |                      | 1                         |                   |                    | 1     |                       |               |       |               |                                       |   |                |
| "           | 1035              | High &<br>Low Level<br>Photo Recon | Lump Q-5518, Mail-<br>cote Q-705147,<br>Offenburg                | 1115                                    | 1150                   | 2000<br>12000                                | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | 1-11-54       |                                       |   |                |
| "           | 1335              | "                                  | 6 Flight Lines<br>N.W. of Stras-<br>bourg                        | 1420                                    | 1157                   | 25000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |
| "           | 1340              | High Level<br>Photo Recon          | 4 Strips Between<br>Strasbourg & St.<br>Die                      | 1430                                    | 1150                   | 25000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |
| "           | 1340              | "                                  | Strasbourg to<br>Karlsruhe to<br>Mannheim                        | 1430                                    | 2105                   | 24000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |

SECRET

Page 3 of 5

~~SECRET~~

DATE 25 Nov 1948

INIT. Elan

REMARKS

THIS PAGE IS UNCLASSIFIED

**SECRET**

REPRODUCTION OF PLANTS AND ANIMALS IN THE C

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1-13 DATE 1-11-1954

1ST TACTICAL AIR FORCE (PROVISIONAL)

| 1ST TACTICAL AIR FORCE (PROVISIONAL) |                   |                        |   |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
|--------------------------------------|-------------------|------------------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| MISSION                              |                   |                        | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
| GROUP                                | TIME OF TAKE OFF. | TYPE OF MISSION        | DESCRIPTION OF OBJECTIVE                                  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                                      |                   |                        |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1                                    | 2                 | 3                      | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 167<br>Tao<br>Roa                    | 0630              | Tao Roa                | Leffillot, Germany.<br>Main road, near<br>Aachen, Germany | 0700<br>07                              | 2:00                   |  | F 4             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| 111<br>Tao                           | 0730              | "                      | Colmar, Germany-<br>burg, Germany                         |   | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "                                    | 0845              | "                      | Amstutz, Germany-<br>burg, Germany                        | 0915<br>1010                            | 1:50                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "                                    | 0900              | Tao & Photo<br>Roa     | Mulheim M/T   | 0930<br>1020                            | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "                                    | 1220              | "                      | Belfort, Mulhouse<br>Colmar, Germany                      | 1240<br>1400                            | 2:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "                                    | 1345              | Mod Level<br>Photo Roa | V-4069 to V-4066<br>V-3144 to V-3154                      | 1405<br>1450                            |                        | 8000   | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "                                    | 1445              | Photo Roa              | 4-41096 to<br>4-74082                                     | 1510<br>1540                            | 1:50                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| 10<br>Photo                          | 1225              | Mod Level<br>Tao Roa   | Strasbourg-Over-<br>stein area, Ger-<br>many              |   | 1:50                   | 7000   | "               | 2                                   | 2                 | 1                    | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| SECRET                               |                   |                        |   |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION - NO. 1-14 DATE 1-12-1944

SECRET

SECRET

AUTH.                     DATE 1-12-1944INIT.                     

| BOMBS ON TARGET       |               | AMMO.               |               | ENEMY RESISTANCE                     |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   | REMARKS           |    |                  |
|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|-------------------|----|------------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           |         | CREW MEMBERS     |        |         |                   | DEGREE OF SUCCESS |    |                  |
|                       |               |                     |               |                                      |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY |                   |    | WOUNDED SLIGHTLY |
| 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36                | 37 | 38               |
|                       |               |                     |               |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                   |    | Successful       |
|                       |               |                     |               |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                   |    | Successful       |

SECRET

REPRODUCTION PLATON, 1944 EDITION OF 40 00

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. DATE

1ST TACTICAL AIR FORCE (PROVISIONAL)

| MISSION |                   |                  | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE              |               |                     | ENEMY         |                                       |   |                |
|---------|-------------------|------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION  | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET               |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |
|         |                   |                  |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT         | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |
| 1       | 2                 | 3                | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                            | 17            | 18                  | 19            | 20                                    | 21  | 22             |
| 15      | 15                | Light At. Patrol | Small                    |   |                        |  | 100             | 6                                   | 6                 | 6                    |                           |                   |                    |       | 100 16<br>Parachute<br>Flares |               |                     |               |                                       |   |                |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1 DATE 1

SECRET

Page 1 of 1

SECRET

AUTH. 1 300DATE 1INIT. 1

| POWER                          |                       |               |                     | ENEMY RESISTANCE |                                      |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   | REMARKS          |                   |  |
|--------------------------------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| A/C KING                       | BOMBS ON TARGET       | AMMO.         |                     |                  |                                      |  | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         |                   |                  |                   |  |
| OTHER                          | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 15                             | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
| 1/2 x 6<br>Parachute<br>Flares |                       |               |                     |                  |                                      |  |                    |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                  |                   | One plane on arty. Support<br>dropped flares illuminating<br>target for arty. barrage. |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. DATE

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |   |    |                           |    |    |    |                 |    |       | ENEMY RESISTANCE |    |                | ENEMY LOS |    |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|---|----|---------------------------|----|----|----|-----------------|----|-------|------------------|----|----------------|-----------|----|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |   |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |    | AMMO. | ENEMY RESISTANCE |    | LOSSES BY TYPE | DESTROYED |    |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9 | 10 | 11                        | 12 | 13 | 14 | 15              | 16 | 17    | 18               | 19 | 20             | 21        | 22 | 23 |
| 1       | 1805              | 1               |                          |   |                        |  |                 | 1 | 1  |                           | 1  |    |    |                 |    |       |                  |    |                |           |    |    |

SECRET

NINTH AIR FORCE  
ATIONS REPORT FORM 34  
ATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

**SECRET**

Page 1 of 1

**SECRET**

AUTH: 92-11-1

DATE 12-1-68

INIT. ELH

| ENEMY RESISTANCE |                     | RESULTS OF MISSION |  |  |                |           |                    |         |                   |      |                  |                 |           |         |                  |        | REMARKS |                   |                  |                   |                         |
|------------------|---------------------|--------------------|--|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|-----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-------------------------|
| MBS ON<br>TARGET | AMMO.               | ENEMY LOSSES       |  |  |                |           | LOSSES BY<br>CAUSE |         |                   |      |                  | CREW<br>MEMBERS |           |         |                  |        |         |                   |                  |                   |                         |
| TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT  | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                         |
| 17               | 18                  | 19                 | 20                                       | 21   | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29              | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                      |
|                  |                     |                    |  |  |                |           |                    |         |                   |      |                  |                 |           |         |                  |        |         |                   |                  |                   | Returned Due to weather |

SECRET

**SECRET**

THIS PAGE IS UNCLASSIFIED

REPRODUCTION PLATON 80-00000000 00 00 00



SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                    | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|--------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION    | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                    |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3                  | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 415     | 2015              | Flight area patrol | Flight area              |   | 0115                   |  | Beet fighter    | 1                                   |                   |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET



**SECRET**

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1241 DATE 12/1/54

| MISSION |                   |                    | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |   |    |    |                           |    |    |    | ENEMY RESISTANCE |    |       | ENEMY LOSSES BY TYPE |               |                                       |   |
|---------|-------------------|--------------------|--------------------------|---|------------------------|--|-----------------|---|----|----|---------------------------|----|----|----|------------------|----|-------|----------------------|---------------|---------------------------------------|---|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION    | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |   |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET  |    | AMMO. |                      | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |
| 1       | 2                 | 3                  | 4                        | 5                                       | 6                      | 7  | 8               | 9 | 10 | 11 | 12                        | 13 | 14 | 15 | 16               | 17 | 18    | 19                   | 20            | 21                                    | 22  |
| 415     | 1805              | Flight Area Patrol | Not Given                |   | 3:20                   |  | Bomb<br>Ftr     | 3 | 3  | 3  |                           |    |    |    |                  |    |       |                      |               |                                       |   |

**SECRET**

NINTH AIR FORCE  
 TIONS REPORT FORM 34  
 TION NO. 1241 DATE 11-17-44

SECRET

Page 1 of 1

SECRET

AUTH.                       
 DATE 14 Nov. 1944  
 INIT.                     

REMARKS

| BS ON<br>TARGET | AMMO.               | ENEMY<br>RESISTANCE |   | RESULTS OF MISSION |         |                   |                    |                  |                |           |                 |                  |        |         |                   |                   |                  | REMARKS |    |    |              |
|-----------------|---------------------|---------------------|---|--------------------|---------|-------------------|--------------------|------------------|----------------|-----------|-----------------|------------------|--------|---------|-------------------|-------------------|------------------|---------|----|----|--------------|
|                 |                     | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED<br>NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES       |         |                   | LOSSES BY<br>CAUSE |                  |                |           | CREW<br>MEMBERS |                  |        |         | DEGREE OF SUCCESS |                   |                  |         |    |    |              |
| TOTAL TONNAGE   | AMMUNITION EXPENDED | LOSSES BY TYPE      | DESTROYED   | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK               | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN         | AIRCRAFT DAMAGED | KILLED | MISSING |                   | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |         |    |    |              |
| 17              | 18                  | 19                  | 20  | 21                 | 22      | 23                | 24                 | 25               | 26             | 27        | 28              | 29               | 30     | 31      | 32                | 33                | 34               | 35      | 36 | 37 | 38           |
|                 |                     |                     |   |                    |         |                   |                    |                  |                |           |                 |                  |        |         |                   |                   |                  |         |    |    | unsuccessful |

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1236 DATE 11-11-53

| MISSION |                   |                         | OBJECTIVE                     | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                |               | ENEMY RESISTANCE |                 |                                       |   |                      |
|---------|-------------------|-------------------------|-------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------------|---------------|------------------|-----------------|---------------------------------------|---|----------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION         | DESCRIPTION OF OBJECTIVE      | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                |               | AMMO.            | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES BY TYPE |
|         |                   |                         |                               |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT          | TOTAL TONNAGE |                  |                 |                                       |   |                      |
| 1       | 2                 | 3                       | 4                             | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                             | 17            | 18               | 19              | 20                                    | 21  | 22                   |
| 371     | 0805              | Dive Bomb<br>Close Bomb | A/R B-14g<br>V-485359         | 0835                                    | 1825                   |  | F47             | 8                                   | 8                 | 8                    |                           |                   |                    |       | 13/500 Gp                      | 3.25          | 1320/<br>.500    | NOE HVT<br>IAC. |                                       |   |                      |
| "       | 1520              | "                       | V-388149 BR B-14g<br>V-719497 | 1600                                    | 1832                   |  | "               | 7                                   | 7                 |                      | 7                         |                   |                    |       |                                |               |                  | NOE HVT<br>IAC. |                                       |   |                      |
| "       | 1525              | "                       | H/T V-353235                  |   | 1                      |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gp                      | 4.00          |                  |                 |                                       |   |                      |
| 324     | 0850              | Dive Bomb               | T/O V-383680                  | 0932                                    | 2115                   | 15000  | "               | 12                                  | 11                | 11                   |                           |                   | 1                  |       | 22/500 Gp<br>436/20<br>1b Trac | 5.50<br>4.36  | 7620/<br>.500    | NOE HVT<br>AC   |                                       |   |                      |
| "       | 0920              | "                       | T/O V-361540<br>V-361545      |   | 2100                   |  | "               | 7                                   | 6                 |                      | 6                         |                   |                    | 1     |                                |               |                  |                 |                                       |   |                      |
| "       | 1220              | "                       | A/R B-14g<br>V-485359         | 1320                                    | 2130                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 Gp                      | 5.50          |                  | NOE HVT<br>AC   |                                       |   |                      |
| "       | 1415              | "                       | Obstacle V-489732             | 1505                                    | 1145                   |  | "               | 8                                   | 7                 | 7                    |                           |                   |                    | 1     | 8/500 Gp<br>6 x 750 P.B.       | 2.00<br>2.25  |                  | NOE HVT<br>AC   |                                       |   |                      |
| "       | 1430              | "                       | G/P V-432703.<br>V-441705     |   | 1115                   |  | "               | 11                                  | 10                |                      | 10                        |                   | 1                  |       |                                |               |                  |                 |                                       |   |                      |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1234 DATE 12-12-54

SECRET

Page 1 of 3

SECRET

AUTH. DC 2015 500

DATE 12-12-54

INIT. 2-8

| KING POWER            |                    |       | ENEMY RESISTANCE               |                     | RESULTS OF MISSION |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |           |                       |                |
|-----------------------|--------------------|-------|--------------------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|-----------|-----------------------|----------------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET                | AMMO.               |                    |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |         |         |                   |                  |                   |           |                       |                |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT          | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |           |                       |                |
| 13                    | 14                 | 15    | 16                             | 17                  | 18                 | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32      | 33      | 34                | 35               | 36                | 37        | 38                    |                |
|                       |                    |       | 13/500 Gp                      | 3.75                | 1320/.50s          | 200 BVT<br>1000                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Fair      | B/E Gave<br>No Attack | 1-0-0<br>1-0-0 |
|                       |                    |       | 16/500 Gp                      | 4.00                |                    | 1000 BVT<br>1000                     |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Excellent |                       |                |
|                       |                    | 1     | 22/500 Gp<br>436/20<br>10 Trac | 5.50<br>6.36        | 620/.50s           | 1000 BVT<br>1000                     |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good      | No Attack             |                |
|                       |                    | 1     | 22/500 Gp                      | 5.50                |                    | 1000 BVT<br>1000                     |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good      |                       |                |
|                       |                    | 1     | 8/500 Gp<br>6 x 750 P.B.       | 2.00<br>2.75        |                    | 1000 BVT<br>1000                     |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good      | Flag                  | 1-0-0          |
|                       |                    | 1     |                                |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |           | No Attack             |                |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1 DATE 5

| MISSION |                   |                   | OBJECTIVE                   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   | ENEMY LOSS     |           |
|---------|-------------------|-------------------|-----------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE    | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                   |                             |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1       | 2                 | 3                 | 4                           | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 371     | 1516              | Night Str. Patrol | Ball's Bluff                |   | 1:17                   |  | 107             | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/5 100              | 5.00          |                  |               |                                       |   |                |           |
| "       | 1515              | "                 | Ball's Bluff                |   | 1:14                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 22/5 100              | 5.5           |                  |               |                                       |   |                |           |
| "       | 1535              | "                 | Ball's Bluff                |   | 1:55                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 16/5 100              | 6.0           |                  |               |                                       |   |                |           |
| "       | 1545              | "                 | Ball's Bluff                |   | 1:15                   |  | "               | 4                                   | 4                 | 4                    |                           |                   |                    | 1     | 8/5 100               | 6.00          | 1000/5 Cal       | 1000          |                                       |   |                |           |
| 371     | 1516              | Night Str. Patrol | Ball's Bluff                |   | 1:24                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |                  |               |                                       |   |                |           |
| 371     | 0725              | Dive Bomb         | 6/P at 7-33649              | 0835                                    | 21:00                  | 15000  | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 8/5 100 96/20 100     | 2.00          |                  |               |                                       |   |                |           |
| "       | 11:00             | For Bom           | Academy                     |   | 10:30                  |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1455              | "                 | Academy                     |   | 11:5                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1545              | Armed Bom         | W/X at 7-370482 to 7-350472 | 1645                                    | 11:40                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       |               | 3000/5 Cal       | 1000          |                                       |   |                |           |
| 371     | 1226              | Armed Bom         | W/X at 7-370482 to 7-350472 | 1322                                    | 21:09                  |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |

SECRET

| NINTH AIR FORCE<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. _____ DATE _____ |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   |                         |         |  |  |  |  | SECRET<br>Page 1 of 6 |  | SECRET<br>AUTH. _____<br>DATE _____<br>INIT. _____ |  |
|--|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|-------------------|------------------|-------------------|-------------------------|---------|--|--|--|--|-----------------------|--|--|--|
| ENEMY RESISTANCE   |               |                     |                  |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   |                         | REMARKS |  |  |  |  |                       |  |  |  |
| BOMBS ON TARGET  |               | AMMO.               | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |                   |                  |                   |                         |         |  |  |  |  |                       |  |  |  |
| NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING           | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                         |         |  |  |  |  |                       |  |  |  |
| 16   | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35                | 36               | 37                | 38                      |         |  |  |  |  |                       |  |  |  |
| 100 500  | 6.00          |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Unobserved              |         |  |  |  |  |                       |  |  |  |
| 100 500  | 5.5           |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Good                    |         |  |  |  |  |                       |  |  |  |
| 100 500  | 4.0           |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Unobserved              |         |  |  |  |  |                       |  |  |  |
| 100 500  | 4.00          | 1000/ 50 Cal        |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Unsuccessful            |         |  |  |  |  |                       |  |  |  |
| 100 500  | 2.00          |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Unobserved              |         |  |  |  |  |                       |  |  |  |
| 100 500  | 2.00          |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Successful              |         |  |  |  |  |                       |  |  |  |
| 100 500  | 2.00          |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Good                    |         |  |  |  |  |                       |  |  |  |
| 100 500  | 2.00          |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |                   | Unobserved Unsuccessful |         |  |  |  |  |                       |  |  |  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1233 DATE 5-11-1968

| MISSION             |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               | ENEMY LOSS                           |   |                |           |
|---------------------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|
| GROUP               | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|                     |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |
| 1                   | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        |
| 415<br>Night<br>For | 1745              | Night For<br>Patrol | Navajo Area              |   | 2:57                   |  | Boeing<br>F4E.  | 5                                   | 5                 | 5                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 123 DATE 5-11-1944

SECRET

Page 1 of 1

SECRET

AUTH. \_\_\_\_\_  
DATE CO, 26th 1944  
INIT. 16 Nov. 1944

REMARKS

| BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |  | RESULTS OF MISSION |           |                    |                 |                   |      |                  |                |           |         |                  |        |                   | REMARKS |         |                   |                  |              |
|-----------------------|---------------|---------------------|------------------|--|--------------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|-------------------|---------|---------|-------------------|------------------|--------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        | DEGREE OF SUCCESS |         |         |                   |                  |              |
|                       |               |                     |                  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |         | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |              |
| 16                    | 17            | 18                  | 19               | 20   | 21                 | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32     | 33                | 34      | 35      | 36                | 37               | 38           |
|                       |               |                     |                  |  |                    |           |                    |                 |                   |      |                  |                |           |         |                  |        |                   |         |         |                   |                  | Unsuccessful |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1258 DATE       

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               | ENEMY LOSSES                         |  |                |           |                    |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 41      | 17               |                 |                          | 0700<br>0800                           | 3:15                   |   | 44              | 5                                   | 5                 | 5                    |                           |                   |                    |       |                       |               |                  |               |                                      |  |                |           |                    |

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 123 DATE 12/12/44

SECRET

Page 1 of 1

SECRET

AUTH                     DATE                     INIT.                     

| BOMBS ON TARGET |    | AMMO.               | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   | REMARKS           |                  |    |  |
|-----------------|----|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|-------------------|------------------|----|--|
| TOTAL TONNAGE   |    | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |                   |                  |    |  |
|                 |    |                     |                  |                                      |  | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING           | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |  |
| 17              | 18 | 19                  | 20               | 21                                   | 22                                       | 23             | 24        | 25                 | 26      | 27                | 28   | 29               | 30             | 31           | 32      | 33               | 34     | 35                | 36                | 37               | 38 |  |
|                 |    |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |    |  |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1097 DATE 11-11-50

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |                 |
|---------|------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | ENEMY DESTROYED |
|         |                  |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |                 |
| 1       | 2                | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23              |
| 1       | 0815             | 1st Bomb        | 1st Bomb                 |   | 13                     |  | 47              | 4                                   | 4                 |                      | 3                         |                   |                    | 1 (1) |                       |               |                  |               |                                       |   |                |                 |
| 1       | 1040             | 1st Bomb        | 1st Bomb                 |   | 11                     |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |                 |

**SECRET**

NINTH AIR FORCE  
 IONS REPORT FORM 34  
 ION NO. 1997 DATE 1944

SECRET

Page 1 of 1

SECRET

AUTH. \_\_\_\_\_  
 DATE 7 Nov. 1944  
 INIT. \_\_\_\_\_

| S ON<br>GET   |                     | ENEMY<br>RESISTANCE |  | RESULTS OF MISSION                           |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        | REMARKS |                   |                  |                   |    |
|---------------|---------------------|---------------------|--|--|----------------|-----------|--------------------|--------------------|-------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| AMMO.         |                     |                     |  | ENEMY LOSSES                                 |                |           |                    | LOSSES BY<br>CAUSE |                   |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |                   |    |
| TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED            | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 17            | 18                  | 19                  | 20                                       | 21   | 22             | 23        | 24                 | 25                 | 26                | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|               |                     |                     |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |    |

SECRET

REPRODUCTION PLATON, 80-1000000 OF 40 00

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 100 DATE 2-10-50

| MISSION              |                   |                   | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSS                                |                |           |                    |
|----------------------|-------------------|-------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP                | TIME OF TAKE OFF. | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                      |                   |                   |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/G ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1                    | 2                 | 3                 | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 425<br>Night<br>Str. | 1750              | Night Str. Patrol | Anticomm. Area           |   | 1130                   |  | Boeing<br>Str.  | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |

SECRET



NINTH AIR FORCE  
MISSIONS REPORT FORM 34  
MISSION NO. 1 DATE 7-11-1944

SECRET

Page 1 of 1

SECRET

AUTH.                       
DATE                       
INIT.                     

REMARKS

| RESULTS OF MISSION |                     | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                | LOSSES BY CAUSE |                    | CREW MEMBERS |                   | DEGREE OF SUCCESS |                  | REMARKS        |           |         |                  |        |         |                   |                  |                   |  |
|--------------------|---------------------|------------------|--------------------------------------|--|----------------|-----------------|--------------------|--------------|-------------------|-------------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| TOTAL TONNAGE      | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK              | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS | REMARKS  |
| 17                 | 18                  | 19               | 20                                   | 21                                       | 22             | 23              | 24                 | 25           | 26                | 27                | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                    |                     |                  |                                      |  |                |                 |                    |              |                   |                   |                  |                |           |         |                  |        |         |                   |                  |                   | 1 Bessy Chained for 1 hr but unable to escape in time 1. |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 100 DATE 2-1-1944

| MISSION           |                  |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                     | ENEMY         |                                       |   |                |
|-------------------|------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|
| GROUP             | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |
|                   |                  |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |
| 1                 | 2                | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             |
| 250<br>T-6<br>R-6 | 1200             | The Sea         | Attack on the Sea        | 1407 1100<br>1310                       |                        |  | T-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |

SECRET

NINTH AIR FORCE  
 RATIONS REPORT FORM 34  
 RATION NO. 1249 DATE 11-1-1944

SECRET

Page 7 of 7

SECRET

AUTH. 3 Nov. 1944  
 DATE 3 Nov. 1944  
 INIT. 3 Nov. 1944

| OMBS ON TARGET |                     | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         | REMARKS           |    |                   |                  |
|----------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|----|-------------------|------------------|
| AMMO.          |                     | ENEMY LOSSES     |                                      | LOSSES BY CAUSE                          |                |           |                    |         |                   |      |                  |                |           | CREW MEMBERS |                  |        |         | DEGREE OF SUCCESS |    |                   |                  |
| TOTAL TONNAGE  | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING |                   |    | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 17             | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36 | 37                | 38               |
|                |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |    |                   |                  |

SECRET

REPRODUCTION PLATON. 804-D-10000-10-40

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 149 DATE 2-1-54

| MISSION |                  |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                      |
|---------|------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                          | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES BY TYPE |
|         |                  |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                      |
| 1       | 2                | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22                   |
| 111     | 1305             | 1st Sea         | Wormburg, Rhine-land, Germany, 10 miles, Humberst | 1:15<br>1400                            | 1:10                   |  | 76              | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                      |
| .       | 1405             | .               | Offshoot, Strassburg, Rhineville                  | 1:30<br>1510                            | 2:15                   |  | .               | .                                   | .                 | .                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                      |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 149 DATE 23 Nov. 1944

SECRET

Page 1 of 7

SECRET

AUTH 01. 1025 500  
DATE 23 Nov. 1944  
INIT. RE

| BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |  | RESULTS OF MISSION |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         | REMARKS           |                  |    |    |    |
|-----------------------|---------------|---------------------|------------------|--|--------------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|-------------------|---------|-------------------|------------------|----|----|----|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  | DEGREE OF SUCCESS |         |                   |                  |    |    |    |
|                       |               |                     |                  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED            | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |    |    |
| 16                    | 17            | 18                  | 19               | 20   | 21                 | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32                | 33      | 34                | 35               | 36 | 37 | 38 |
|                       |               |                     |                  |  |                    |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    |    |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO 1267 DATE 6-11-1964

| MISSION |                   |                            | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |  |                      | ENEMY RESISTANCE |                   |                                       | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|----------------------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--|----------------------|------------------|-------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION            | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                                    |                      | AMMO.            | ANTI-AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                            |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                              | TOTAL TONNAGE        |                  |                   |                                       |   |                |           |                    |
| 1       | 2                 | 3                          | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16   | 17                   | 18               | 19                | 20                                    | 21  | 22             | 23        | 24                 |
| 50      | 1024              | Dive Bomb Town at 4-473148 |   |   | 1012                   |  | P47             | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 Gp  | 6.00                 |                  | 4000 N72<br>INACC |                                       |   |                |           |                    |
| 358     | 0955              | Area Supt<br>Close Airt    | Trenches & 8/7 at<br>V-975375, Troop<br>Appl. & vehicles at<br>V-980360, Troops in<br>woods at V-994368 | 1030<br>1115                            | 2105                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 8/500 Gp<br>3/710 Bomb<br>1100 lbs<br>12/260 Traps | 2.00<br>1.65<br>1.50 |                  | 4000 N72<br>INACC |                                       |   |                |           |                    |
| "       | 1013              | "                          | Forest Reclamation<br>Spline at 4-928<br>Same as above<br>Spline at 4-0928                              | 1135<br>1150                            | 2117                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 8/500 Gp<br>12/260 Traps<br>2/710 Bomb<br>(1100)   | 2.00<br>1.70<br>1.10 |                  | 1ST LFY<br>ACC    |                                       |   |                |           |                    |
| "       | 1104              | "                          | Woods at 4-313,<br>Woods at 4-2313,<br>Woods at 4-1912  | 1135<br>1230                            | 2102                   |  | "               | 12                                  | 10                | 9                    |                           |                   |                    | 3     | 3/710 Bomb<br>1100 lbs<br>12/260 Traps<br>8/500 Gp | 1.65<br>1.50<br>2.00 |                  |                   |                                       |   |                |           |                    |

SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO 1267 DATE 8-11-1964

**SECRET**

**SECRET**

AUTH. CO. 26th SGT

DATE 6-27-1964

INIT. \_\_\_\_\_

Page 2 of 7

|                       |               |                     | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | REMARKS  |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----------|--|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| BOMBS ON TARGET       |               | AMMO.               |                  |                                       |   | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38       |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 500 Gp 6.00           |               |                     | 400 M77<br>1EAC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 500 Gp 2.00           |               |                     | MCMP LFP<br>1EAC |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 Bombs 1.65        |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0 lbs                 |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 260 Frag 1.50         |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 500 Gp 2.00           |               |                     | 1EAC LFP<br>ACC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 260 Frag 1.50         |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 Bombs 1.65        |               |                     |                  |                                       |   |                |           |                    |         | 2                 |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 0 lbs                 |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 260 Frag 1.50         |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 500 Gp 2.00           |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | 2<br>UNK |  | 2<br>UNK |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                       |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |          |  |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

THIS PAGE IS UNCLASSIFIED

**SECRET**

COMMUNICATIONS PLANT, 60-47 (MONTROSE) ST. N.Y.C.



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1267 DATE 8-11-1944

| MISSION |                   |                         | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |         |         |         |                           |    |    |    | ENEMY RESISTANCE   |                                      |                | ENEMY LOSSES     |                                       |   |                |           |
|---------|-------------------|-------------------------|--|---|------------------------|--|-----------------|---------|---------|---------|---------------------------|----|----|----|--|--------------------------------------|----------------|------------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION         | DESCRIPTION OF OBJECTIVE                                     | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |         |         |         | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET  |                                      | AMMO.          | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3                       | 4  | 5                                       | 6                      | 7  | 8               | 9       | 10      | 11      | 12                        | 13 | 14 | 15 | 16   | 17                                   | 18             | 19               | 20                                    | 21  | 22             | 23        |
| 50      | 1025              | Dive Bomb               | W/P at Q-381168  |   | 2102                   |  | P47             | 15      | 15      | 15      |                           |    |    |    | 14/500 Gp  | 3.00                                 |                | 16 HPT<br>ACC    |                                       |   |                |           |
| "       | 1414              | "                       | 2 Trains at Q-3343   |   | 2127                   |  | "               | 16      | 16      | 16      |                           |    |    |    | 20/500 "   | 3.00                                 | 17902/<br>.50s | 16 LPT<br>INACC  |                                       |   |                |           |
| "       | 1434              | "                       | Town of Freiburg   |   | 2100                   |  | "               | 12      | 12      | 12      |                           |    |    |    | 20/500 "   | 3.00                                 |                |                  |                                       |   |                |           |
| "       | 1435              | "                       | Freiburg   |   | 2110                   |  | "               | 11      | 9       | 9       |                           |    | 2  |    | 16/500 "   | 3.00                                 |                |                  |                                       |   |                |           |
| 358     | 1325              | Area Bomb<br>Close Bomb | Troop Concentration Q-0037, Woods at Q-0828, Woods at Q-1133 | 1420<br>1500                            | 2105                   |  | "               | 12<br>h | 12<br>h | 12<br>h |                           |    |    |    | 8/500 "<br>h/71re<br>Bombs 1100 lbs<br>11/260<br>Frag              | 2.00<br>2.00<br>1.00<br>1.00         |                | MOD HPT<br>INACC |                                       |   |                |           |
| "       | 1420              | "                       | Woods at Q-151274<br>" " "<br>Woods at Q-151274              | 1455<br>1555                            | 1155                   |  | "               | 12<br>h | 12<br>h | 12<br>h |                           |    |    |    | 8/260 Frags<br>8/500 Gp<br>h Fire<br>Bombs 1100 lbs<br>h/260 Frags | 1.00<br>2.00<br>2.00<br>1.00<br>1.00 |                | MOD HPT<br>ACC   |                                       |   |                |           |
| "       | 1506              | Area Bomb               | Woods at Q-0036<br>Woods at Q-0036<br>Woods at Q-0036        | 1615<br>1630                            |                        |  | "               | 12      | 12      | 12      |                           |    |    |    | 8/500 "<br>h/71re<br>Bombs 1100 lbs<br>12/260 Frags                | 2.00<br>2.00<br>1.00<br>1.00         |                | INT LPT<br>INACC |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1267 DATE 5-11-1944

SECRET

Page 1 of 7

SECRET

AUTH. CO, 26th SCU  
DATE 21 Nov. 1944  
INIT. 564

| BOMBS ON TARGET       |               | AMMO.               |                 | ENEMY RESISTANCE                     |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    | REMARKS |                   |                                 |
|-----------------------|---------------|---------------------|-----------------|--------------------------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|-----------------------------|--------|-------------------|----|---------|-------------------|---------------------------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                             |        | DEGREE OF SUCCESS |    |         |                   |                                 |
|                       |               |                     |                 |                                      |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED            | KILLED |                   |    | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY                |
| 16                    | 17            | 18                  | 19              | 20                                   | 21  | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32                          | 33     | 34                | 35 | 36      | 37                | 38                              |
| 14/500 Gp             | 3.50          |                     | -1 HP<br>ACC    |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         | Unobserved        |                                 |
| 20/500 "              | 5.00          | 47002/              | 1 HP<br>1 MAG   |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         | Good              | Primary Observed by Men         |
| 20/500 "              | 5.00          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         | 1 CAT<br>B C/L              |        |                   |    |         | Unobserved        | Primary Observed by Overcast    |
| 16/500 "              | 4.00          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         | 3 CAT 1<br>B C/L C/L Due to |        |                   |    |         | "                 | Primary Not Reached Due to "ca. |
| 8/500 "               | 2.00          |                     | MOD HP<br>1 MAG |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         | Fair              |                                 |
| 4/710 "               | 2.20          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| Bombs 1100 lbs        |               |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 11/260 Frags          | 1.375         |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 8/260 Frags           | 1.00          |                     | MOD HP<br>ACC   |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         | 1 CAT<br>AC<br>FLAK         |        |                   |    |         | Excellent         |                                 |
| 8/500 Gp              | 2.00          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 4 Fire                | 2.20          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| Bombs 1100 lbs        |               |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 4/260 Frags           | .90           |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 8/500 Gp              | 2.00          |                     | INT HP<br>1 MAG |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         | Unobserved        |                                 |
| 4/710 "               | 2.20          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| Bombs 1100 lbs        |               |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |
| 12/260 Frags          | 1.90          |                     |                 |                                      |   |                    |           |                    |         |                   |      |                  |                |              |         |                             |        |                   |    |         |                   |                                 |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1278 DATE 11-1-54

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |       |               | ENEMY L                               |   |                |           |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                       |   |                |           |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                    | 21  | 22             | 23        |
| 34      | 1150              | Photo Rec       | Offenburg Area           |   | 1110                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |       |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
 REPORT FORM 34  
 ON NO. 1-75 DATE 11-1-44

SECRET

Page 1 of 2

SECRET

AUTH. Sec. 2524-000DATE 15 Dec. 1944INIT. ECM

REMARKS

| RESULTS OF MISSION |                | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                | LOSSES BY CAUSE |                    | CREW MEMBERS |                   | DEGREE OF SUCCESS |                  | REMARKS        |           |         |                  |        |         |                   |                  |                   |                |
|--------------------|----------------|------------------|--------------------------------------|--|----------------|-----------------|--------------------|--------------|-------------------|-------------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----------------|
| TOTAL TONNAGE      | AMMO. EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK              | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS | REMARKS        |
| 17                 | 18             | 19               | 20                                   | 21                                       | 22             | 23              | 24                 | 25           | 26                | 27                | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38             |
|                    |                |                  |                                      |  |                |                 |                    |              |                   |                   |                  |                |           |         |                  |        |         |                   |                  |                   | Caused by fuel |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 3-7 DATE 1-1-54

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |   |    |    |                           |    |    |    | ENEMY RESISTANCE |    |       |               | ENEMY LOSSES BY TYPE |                                       |   |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|---|----|----|---------------------------|----|----|----|------------------|----|-------|---------------|----------------------|---------------------------------------|---|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |   |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET  |    | AMMO. | ANTI-AIRCRAFT |                      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9 | 10 | 11 | 12                        | 13 | 14 | 15 | 16               | 17 | 18    | 19            | 20                   | 21                                    | 22  |
| 1st     | 16-9              | 1st             | 67th 1st 1st 1st.        |   |                        |  | 1st             | 2 | 2  | 2  |                           |    |    |    |                  |    |       |               |                      |                                       |   |

SECRET

NINTH AIR FORCE  
 ON REPORT FORM 34  
 ON NO. DATE

SECRET

Page 1 of 5

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ON<br>SET     |                     | ENEMY<br>RESISTANCE |  | RESULTS OF MISSION                           |                |           |                    |         |                    |      |                  |                |           |                 |                   |         |                  | REMARKS |        |         |                   |
|---------------|---------------------|---------------------|--|--|----------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------|-----------------|-------------------|---------|------------------|---------|--------|---------|-------------------|
| AMMO.         |                     | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES   |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                |           | CREW<br>MEMBERS | DEGREE OF SUCCESS |         |                  |         |        |         |                   |
| TOTAL TONNAGE | AMMUNITION EXPENDED |                     |  |  | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                 |                   | UNKNOWN | AIRCRAFT DAMAGED |         | KILLED | MISSING | WOUNDED SERIOUSLY |
| 17            | 18                  | 19                  | 20                                       | 21   | 22             | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30        | 31              | 32                | 33      | 34               | 35      | 36     | 37      | 38                |
|               |                     |                     |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                   |         |                  |         |        |         |                   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 177 DATE 2-1-1946

| MISSION |                   |                 | OBJECTIVE                        | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |
|---------|-------------------|-----------------|----------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE         | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                 |                                  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1       | 2                 | 3               | 4                                | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 324     | 0930              | Dive Bomb       | C/P & T/C<br>-299068             |   | 1:05                   |  | P47             | 4                                   |                   |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| 304     | 0940              | "               | Luseville                        |   | 1:10                   |  | "               | 12                                  |                   |                      | 12                        |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| 358     | 1100              | Area Bomb       | Saarbourg                        | 1210                                    | 2:05                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/500 Gp              | 2.00          | 24505/           | MOD LFF       |                                       |   |                |           |
| "       |                   | Close Bomb      |                                  | 1255                                    |                        |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/2607mg             | 1.50          | .500             | IBACC         |                                       |   |                |           |
| "       | 1240              | "               | Saarbrücken, Vallmont Area       | 1350                                    | 2:00                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/500 Gp              | 2.00          |                  | MOD LFF       |                                       |   |                |           |
| "       |                   |                 |                                  | 1410                                    |                        |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/2607mg             | 1.50          |                  | ACC           |                                       |   |                |           |
| "       | 1250              | "               | Saarbourg, Saarbrücken, Vallmont |   | 2:40                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/500 Gp              | 2.00          |                  | MOD LFF       |                                       |   |                |           |
| "       |                   |                 |                                  |   |                        |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/2607mg             | 1.50          |                  | IBACC         |                                       |   |                |           |
| "       | 1400              | Area Bomb       | 67th Arm. Div. Tanks G-169475    | 1520                                    | 1:50                   |  | "               | 6                                   | 6                 | 6                    |                           |                   | 2                  |       | 3/500 Gp              | .75           |                  | MOD LFF       |                                       |   |                |           |
| "       |                   |                 |                                  |   |                        |  | "               | 6                                   | 6                 | 6                    |                           |                   |                    |       | 2/2607mg              | .25           |                  | IBACC         |                                       |   |                |           |
| "       | 1455              | "               | 6th Arm. Div. -0846              | 1540                                    | 1:45                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 6/500 Gp              | 1.50          |                  | MOD LFF       |                                       |   |                |           |
| "       |                   |                 |                                  |   |                        |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 8/2607mg              | 1.00          |                  | ACC           |                                       |   |                |           |
| "       | 1546              | "               | Saarbourg, Saarbrücken, Vallmont | 1625                                    | 1:58                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/500 Gp              | 2.00          |                  |               |                                       |   |                |           |
| "       |                   |                 |                                  | 1640                                    |                        |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 1/2607mg              | 1.50          |                  |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1-77 DATE 9-1-1944

SECRET

Page 2 of 5

SECRET

AUTH. 20, 1-2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100DATE 1-1-1944INIT. 

| BOMBS ON TARGET       |               | AMMO.               |               | ENEMY RESISTANCE                     |  | RESULTS OF MISSION |           |                    |         |                   |                 |                  |                |           |         |                  |        |         | REMARKS           |    |                   |                  |
|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|----|-------------------|------------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES       |           |                    |         |                   | LOSSES BY CAUSE |                  |                |           |         | CREW MEMBERS     |        |         | DEGREE OF SUCCESS |    |                   |                  |
|                       |               |                     |               |                                      |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING |                   |    | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27              | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36 | 37                | 38               |
| 100 lbs               | 2.00          | 24505/              | MOD LPT       |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | 1.50          | .500                | IMAC          |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 100 lbs               | 2.00          |                     | MOD LPT       |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | 1.50          |                     | AC            |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 100 lbs               | 2.00          |                     | MOD LPT       |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | 1.50          |                     | IMAC          |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 100 lbs               | .75           |                     | MOD LPT       |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | .25           |                     | IMAC          |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 100 lbs               | 1.50          |                     | MOD LPT       |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | 1.00          |                     | AC            |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 100 lbs               | 2.00          |                     |               |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |
| 500 lbs               | 1.50          |                     |               |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |         |                  |        |         |                   |    |                   |                  |

SECRET

REPRODUCTION PLATED, 50-100000-10-10

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 127 DATE 11-19-44

| MISSION    |                   |                 | OBJECTIVE                               | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LO                                  |                |           |
|------------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|            |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1          | 2                 | 3               | 4                                       | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 111<br>Tas | 1115              | 2nd Rec         | St. M., Salostet,<br>Saurberg           |   | 1830                   |  | 76              | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "          | 1130              | "               | St. M., Saurberg,<br>Saurberg, Saurberg | 1145                                    | 2110                   |  | "               | 2                                   | 2                 |                      | 2                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "          | 1630              | Photo Rec       | Saurberg                                |   | 145                    |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| 162        | 1200              | 2nd Rec         | Area 7                                  |   | 140                    |  | "               | 2                                   | 2                 |                      | 2                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |

SECRET



THIS PAGE IS UNCLASSIFIED

NINTH AIR FORCE  
TIONS REPORT FORM 34  
TION NO. 1272 DATE 2-11-1944

**SECRET**

Page 1 of 1

~~SECRET~~

AUTH \_\_\_\_\_  
DATE 5 Nov. 19 \_\_\_\_\_  
INIT. MB \_\_\_\_\_

[illegible]

**SECRET**

Copyright © 2000 by John Wiley & Sons, Inc.

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 2282 DATE 10-11-1944

| MISSION   |                   |                   | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |
|-----------|-------------------|-------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|           |                   |                   |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1         | 2                 | 3                 | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 425<br>27 | 1745              | Night Area Patrol | Not Given                | 1810<br>0125                            | 2105                   |  | Zero<br>Ftr.    | 4                                   | 2                 | 1                    |                           |                   | 3                  |       |                       |               |                  |               |                                       |   |                |           |

SECRET

AIR FORCE  
REPORT FORM 34  
O 1282 DATE 10-11-1944

SECRET

Page 1 of 1

SECRET  
AUTH Co. 26th SQU  
DATE 25 Nov. 1944  
INIT.           

| ENEMY RESISTANCE    |               |                                       |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    | REMARKS |                   |                      |
|---------------------|---------------|---------------------------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|----|---------|-------------------|----------------------|
| AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |    |         |                   |                      |
| AMMUNITION EXPENDED |               |                                       |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |    | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY     |
| 18                  | 19            | 20                                    | 21  | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35 | 36      | 37                | 38                   |
|                     |               |                                       |   |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Partially Successful |

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1283 DATE 10-11-1944

| MISSION |                   |                       | OBJECTIVE                  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |      | ENEMY LOSSES  |                                       |   |                |           |
|---------|-------------------|-----------------------|----------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION       | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                       |                            |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |      |               |                                       |   |                |           |
| 1       | 2                 | 3                     | 4                          | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18   | 19            | 20                                    | 21  | 22             | 23        |
| 34      | 1240              | High Lev. Photo Recon | Pinpoints V886355, V858128 | 1230                                    | 1:20                   | 22000  | F5              | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |      |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
 ON REPORT FORM 34  
 ON NO 1283 DATE 10-11-1944

SECRET

Page 1 of 2

SECRET

AUTH. 00, 764, 900  
 DATE 25 Nov. 1944  
 INIT. PCN

| ON SET        |                     | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         | REMARKS           |                  |                   |    |
|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| AMMO.         |                     | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         |                   |                  |                   |    |
| TOTAL TONNAGE | AMMUNITION EXPENDED |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                  | Unsuccessful      |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1280 DATE 20-12-1944

| MISSION |                   |                 | OBJECTIVE                 | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                             |               | ENEMY RESISTANCE |               |                                       |   |                |           |
|---------|-------------------|-----------------|---------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET             |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |
|         |                   |                 |                           |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT       | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3               | 4                         | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                          | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 154     | 0638              | Area Search     | 80th Division<br>U-7735   | 0900                                    | 1158                   | 7000   | 47              | 2                                   | 8                 | 6                    |                           |                   | 2                  |       | 1/2 1/2 0/0<br>6/2607 frags | 2.00          | 1500/<br>.75     |               |                                       |   |                |           |
| 124     | 0750              | Area Search     | A/N Out<br>1-60617-740647 |   | 149                    |  |                 | 8                                   |                   |                      | 7                         |                   |                    | 1     |                             |               | .50              |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
 IONS REPORT FORM 34  
 ION NO 2280 DATE 20-12-1944

SECRET

Page 2 of 2

SECRET

AUTH Co, 26th AGU

DATE 2-11-1945

INIT.           

| S ON<br>GET   |                     | ENEMY<br>RESISTANCE |   | RESULTS OF MISSION                          |                |           |                    |                    |                   |      |                  |                 |           |         |                  |        |         | REMARKS           |                  |                   |           |
|---------------|---------------------|---------------------|---|---|----------------|-----------|--------------------|--------------------|-------------------|------|------------------|-----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------|
| AMMO.         |                     |                     |   | ENEMY LOSSES                                |                |           |                    | LOSSES BY<br>CAUSE |                   |      |                  | CREW<br>MEMBERS |           |         |                  |        |         |                   |                  |                   |           |
| TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED            | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT  | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |           |
| 17            | 18                  | 19                  | 20                                      | 21  | 22             | 23        | 24                 | 25                 | 26                | 27   | 28               | 29              | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38        |
| 2.00<br>.75   | 15.01<br>.54        |                     |   |   |                |           |                    |                    |                   |      |                  |                 |           |         |                  |        |         |                   |                  | Unobserved        |           |
|               |                     |                     |   |   |                |           |                    |                    |                   |      |                  |                 |           |         |                  |        |         |                   |                  |                   | In attack |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1291 DATE 11-11-1964

| MISSION    |                   |                 | OBJECTIVE                         | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|------------|-------------------|-----------------|-----------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE          | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|            |                   |                 |                                   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1          | 2                 | 3               | 4                                 | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 111<br>1st | 1125              | See 100         | Stur. Burg. Lbr.<br>NIGHT AT AREA |   | 1:40                   |  | 76              |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET



AIR FORCE  
REPORT FORM 34  
DATE 11-11-1944

SECRET

Page 1 of 4

SECRET

AUTH. CD, 100-100DATE 6-10-1944INIT. 38

| ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |
|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| AMMO.               |               | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |
| AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                |
|                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | 38                |

THIS PAGE IS UNCLASSIFIED

SECRET



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1000 DATE 11-11-1944

| MISSION |                   |                         | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |  |               | ENEMY RESISTANCE          |                     |               | ENEMY LOSS                            |   |                |           |
|---------|-------------------|-------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--|---------------|---------------------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION         | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET  |               | AMMO.                     | ENEMY RESISTANCE    |               |                                       | ENEMY LOSS                                |                |           |
|         |                   |                         |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE |                           | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3                       | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16   | 17            | 18                        | 19                  | 20            | 21                                    | 22  | 23             | 24        |
| 358     | 1205              | Area East<br>Close East | HD Arty & H/T at<br>Q-175345.<br>Q-187345. Trucks<br>from Q-174334 to<br>Q-266338, H/T &<br>Trucks at Q-255242                           | 1305<br>2000                            | 1105                   |  | P47             | 12<br>4                             | 12<br>4           | 11<br>4              |                           |                   |                    | 1     | 8/500 Gs 2.00<br>2/1000 " " 2.00<br>12/260 Frags 1.50                                |               |                           | 200 LVT<br>100      |               |                                       |   |                |           |
| "       | 1539              | Armed Recon             | Automotive Factory<br>at Q-215755, H/T<br>con. at Q-088445, Flak<br>con. at Q-155410,<br>Flak Pos. at Q-155410,<br>Flak Pos. at Q-215465 |   | 2111                   |  | "               | 18                                  | 18                | 17                   |                           |                   |                    | 1     | 8/500 " 2.00<br>4/500 " 1.00<br>2/500 " .50<br>4/260 Frags 1.125<br>4/710 Bombs 2.20 |               | 13600/1st HVT<br>.50c ACC |                     |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
TIONS REPORT FORM 34  
TION NO. 1292 DATE 11-11-1954

**SECRET**

Page 1 of 6

~~SECRET~~

AUTH. 60-604608  
DATE 25 Nov. 1944  
INIT. \_\_\_\_\_



REMARKS

| BS ON<br>RGET                        |                     | AMMO.         | ENEMY<br>RESISTANCE                   |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |           |         |                     |              |           |                   |                  |                   | REMARKS   |
|--------------------------------------|---------------------|---------------|---------------------------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|---------------------|--------------|-----------|-------------------|------------------|-------------------|---|
| TOTAL TONNAGE                        | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           |         |                     | CREW MEMBERS |           |                   |                  |                   |   |
|                                      |                     |               |                                       |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED    | KILLED       | MISSING   | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 17                                   | 18                  | 19            | 20                                    | 21  | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32                  | 33           | 34        | 35                | 36               | 37                | 38  |
| 2.00<br>2.00<br>1.50                 |                     |               |                                       |   |                    |           |                    |         |                   |      |                  |                |           |         |                     |              |           |                   |                  | Good              |   |
| 2.00<br>1.80<br>.50<br>1.125<br>2.20 | 13600/<br>.50e      | 1st MT<br>ACC |                                       |   |                    |           |                    | 1       | 1                 |      |                  |                |           |         | 2 CAP<br>AC<br>FLAK |              | 1<br>FLAK |                   |                  |                   |   |
|                                      |                     |               |                                       |   |                    |           |                    |         |                   |      |                  |                |           |         |                     |              |           |                   |                  |                   | 1 ME 163 Jet A/C Sec.<br>2 A/C • War Acc<br>H/T<br>Yanks<br>W/P<br>Blaze<br>E.D.V |
|                                      |                     |               |                                       |   |                    |           |                    |         |                   |      |                  |                |           |         |                     |              |           |                   |                  |                   | 69-0-15<br>E-0-0<br>4-2-3<br>7-0-0<br>J5-0-5                                      |

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

1st Provisional Air Force

NINTH AIR FORCE

OPERATIONS REPORT FORM 34

OPERATION NO. 1287 DATE 11-11-1944

| MISSION              |                   |                      | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |
|----------------------|-------------------|----------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP                | TIME OF TAKE OFF. | TYPE OF MISSION      | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|                      |                   |                      |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1                    | 2                 | 3                    | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 415<br>Night<br>7hr. | 1900              | Night 7hr.<br>Patrol | Hostile Area             |   | 1:50                   |  | Boeing<br>7hrs  | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |

SECRET

THIS PAGE IS UNCLAS

NINTH AIR FORCE  
NS REPORT FORM 34  
ON NO 1287 DATE 11-11-1944

**SECRET**

Page 1 of 1

**SECRET**

AUTH ~~CO. 344-800~~

DATE 26 May 1944

INIT. \_\_\_\_\_

100

REMARKS

[illegible]

**SECRET**

**COPYRIGHTED PAGE TWO NUMBER OF THE**

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1205 DATE 12-11-1954

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER  |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       |               | ENEMY LOSS                           |  |                |           |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|------------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|---------------|--------------------------------------|--|----------------|-----------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT         |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL      | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |               |                                      |  |                |           | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8                | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18            | 19                                   | 20                                       | 21             | 22        | 23            |
| 415     | 1730             | Fighter         | front lines              |  | 130                    |   | Bomb<br>Fighters | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |               |                                      |  |                |           |               |
| "       | 1845             | "               | "                        |  | 145                    |   | "                | 1                                   |                   |                           | 1       |                   |                    |                 |                       |       |               |                                      |  |                |           |               |
| "       | 2050             | "               | "                        |  | 2:40                   |   | "                | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |               |                                      |  |                |           |               |

SECRET

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

## LOS ON RGET

AMMO.

## ENEMY LOSSES

**CREW  
MEMBERS**

TOTAL TONNAGE

AMMUNITION EXPENDED

## ANTI-AIRCRAFT

NUMBER OF ENEMY AIRCRAFT  
ENCOUNTERED.

NUMBER OF U.S. AIRCRAFT ACTUALLY  
ENGAGED.

### LOSSES BY TYPE

**DESTROYED**

**PROBABLY DESTROYED**

**DAMAGED**

TOTAL U.S. LOSSES

**FLAK**

**FLAX & ENEMY A/C**

## ENEMY AIRCRAFT

## ACCIDENTS

UNKNOWN

# AIRCRAFT DAMAGED

**Figure 1**

1000

**ANALYSIS**

1000

[illegible]

## DEGREE OF SUCCESS

### Nothing to Report

**M. O. Ball II**  
**Captain, Air Corps**  
**Operations Officer**

THIS PAGE IS UNCLASSIFIED

**SECRET**

CONSTRUCTION PLATON, 2000 ENGINEER OF THE YEAR

SECRET

1st 2nd Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1277 DATE 11-11-1951

| MISSION |                  |                   | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       | ENEMY RESISTANCE |                     |               | ENEMY LOSS                           |  |                |           |
|---------|------------------|-------------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
|         |                  |                   |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED |               |                                      |  |                |           |
| 1       | 2                | 3                 | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19            | 20                                   | 21                                       | 22             | 23        |
| 415     | 2050             | Night Area Patrol | None Given               |  | 1:40                   |   | Boeing F4U      | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |                  |                     |               |                                      |  |                |           |

SECRET



NINTH AIR FORCE  
 NS REPORT FORM 34  
 N NO 1207 DATE 11-11-1964

SECRET

Page 1 of 1

SECRET

AUTH. CO, 26th SCB  
 DATE 28-11-1964  
 INIT. JEM

| ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |              |
|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--------------|
| AMMO.            |                     | ENEMY LOSSES       |                                      |  |                |           | LOSSES BY CAUSE    |         |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |              |
| TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |              |
| 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38           |
|                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unsuccessful |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. ~~1296~~ DATE ~~13-11-1944~~

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |       | ENEMY LO      |                                       |   |                |           |
|---------|------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                  |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                       |   |                |           |
| 1       | 2                | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                    | 21  | 22             | 23        |
| 50      | 1259             | Armed Rec       | Battle Area              |   | 1:44                   |  | P47             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |           |
| "       | 1441             | "               | "                        |   | 1:24                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |           |
| "       | 1508             | "               | "                        |   | 1:46                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |           |
| "       | 1504             | "               | "                        |   | 1:53                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       |               |                                       |   |                |           |
| "       | 1540             | "               | "                        |   | 1:36                   |  | "               | 1                                   | 1                 | 1                    |                           |                   | 2                  |       |                       |               |       |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
 RATIONS REPORT FORM 34  
 RATION NO. ~~1196~~ DATE ~~11-11-1944~~

SECRET

Page 1 of 1

SECRET

AUTH. ~~00, 2612 200~~DATE ~~28-11-1944~~INIT. ~~000~~

| ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |
|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| BOOMBS ON TARGET | AMMO.               | ENEMY LOSSES       |                                      |  |                |           | LOSSES BY CAUSE    |         |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |
| TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                |
|                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |

SECRET

UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 3303 DATE 24 Oct 1954

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |               | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES BY TYPE |                     |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|---------------|------------------|---------------------------------------|---|----------------------|---------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |                      |                     |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                                       |   |                      | AMMUNITION EXPENDED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17            | 18               | 19                                    | 20  | 21                   | 22                  |
| 371     | 0850              | Area Supb       | Unknown Target           | 0945                                    | 1155                   |  | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |                 | 14/50 Gs              | 3.50          | 1270/100         | MCB B77<br>IBACC                      |   |                      |                     |
| 50      | 1606              | Dive Bomb       | Mt-4-375042              |   | 153                    |  | "               | 8                                   | 6                 | 6                    |                           |                   | 2                  |                 |                       |               | 1260/100         |                                       |   |                      |                     |
| "       | 1533              | "               | AT U-8195                |   | 115                    |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |                 | 6/500 Gs              | 1.50          |                  |                                       |   |                      |                     |
| "       | 1555              | "               | Airfield & 4-290100      |   | 1106                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |                 | 8/500 Gs<br>6/500 "   | 2.00<br>1.50  |                  |                                       |   |                      |                     |
| 324     | 0925              | "               | Base 7-363784            |   | 2100                   |  | "               | 3                                   | 3                 |                      | 3                         |                   |                    |                 |                       |               |                  |                                       |   |                      |                     |
| "       | 0940              | "               |                          |   | 2105                   |  | "               | 3                                   | 3                 |                      | 3                         |                   |                    |                 |                       |               |                  |                                       |   |                      |                     |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 3303 DATE 10-1-54

**SECRET**

Page 2 of 2

**SECRET**

AUTH. UC, 70, 60

DATE 25 Nov 1941

INIT. \_\_\_\_\_

REMARKS

[illegible]

**SECRET**

TRANSLATION PLATES 99-100 STAMPS OF NO. 99

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1309 DATE 10/10/50

| MISSION |                   |                           | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |   |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES BY TYPE |   |
|---------|-------------------|---------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---|---------------|------------------|---------------|---------------------------------------|----------------------|---|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION           | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                         |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |                      | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |
|         |                   |                           |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                   | TOTAL TONNAGE |                  |               |                                       |                      |   |
| 1       | 2                 | 3                         | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                      | 17            | 18               | 19            | 20                                    | 21                   | 22  |
| 351     | 1050              | Dive Bomb<br>Close Escort | W/T at 2-0102  | 1150<br>1210                            | 2:07                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 Gs                               | 6.00          | 8575/<br>500     | MOD HTT<br>AG |                                       |                      |   |
| "       | 1055              | Dive Bomb                 | Designated Target  |   | 1:35                   |  | "               | 16                                  | 16                | 1                    |                           |                   | 2                  |       | 24/500 G-<br>4/7100 Bombs<br>(100 lbs)  | 6.00<br>2.00  |                  |               |                                       |                      |   |
| "       | 1222              | "                         | W/T at Arraviller<br>at 2-0110, 2-0115, 2-0120, 2-0125, 2-0130, 2-0135, 2-0140, 2-0145, 2-0150, 2-0155, 2-0159 | 1310<br>1350                            | 2:10                   |  | "               | 18                                  | 18                | 18                   |                           |                   |                    |       | 4/7100 Bombs<br>(1100 lbs)<br>20/500 Gs | 2.20<br>5.00  |                  |               |                                       |                      |   |
| 50      | 1209              | Armed Bom                 | W/T at 2-0110  |   | 1:38                   |  | "               | 7                                   | 6                 | 6                    |                           |                   | 1                  |       |   |               | 690/<br>500      |               |                                       |                      |   |
| "       | 1537              | "                         | Battle Area  |   | 1:58                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |   |               |                  |               |                                       |                      |   |
| "       | 1215              | Dive Bomb<br>Close Escort | "  |   |                        |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |   |               |                  |               |                                       |                      |   |

SECRET

AIR FORCE  
REPORT FORM 34  
NO. 1309 DATE 10-1-50

SECRET

Page 1 of 7

SECRET  
AUTH. CO. 1614 .00  
DATE 10-1-50  
INIT. G.T.

| ENEMY RESISTANCE    |               | RESULTS OF MISSION                    |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   | REMARKS           |                  |    |   |
|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|-------------------|------------------|----|---|
| AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |                   |                  |    |   |
| AMMUNITION EXPENDED |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING           | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |   |
| 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35                | 36               | 37 | 38  |
| 8575/<br>500        | NOD WFF<br>AC |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         | 1 CAT<br>AC FLAK |        |                   |                   |                  |    | Unobserved<br><br>Good<br><br>2 A/C of this Sq. were on<br>Non Res<br>Total Claims<br>M/T 3-0-0<br><br>Rescued 9-0-0<br>NA Cars 60-4-7<br>S/P 4-0-2<br>Factorice & Blage 13-0-1<br>Barges 4-0-1<br>HT 1-0-0<br><br>Unsuccessful |

THIS PAGE IS UNCLASSIFIED

SECRET



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1303 DATE 1-1-54

| MISSION |                   |                 | OBJECTIVE                  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|----------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                            |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                          | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 371     | 1100              | Arcs east       | NY 1-3-54                  | 1225                                    | 2:50                   |  | P47             | 8                                   | 8                 | 7                    |                           |                   | 1                  |       | 14/500 G              | 3.50          | 1-0/.500         | 14            | 14                                    |   |                |           |                    |
| "       | 1110              | "               | NY 1-3-54, 214g-7-4-54     | 1225                                    | 3:00                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 14/500 G<br>2/500 G   | 3.50          | 110/.500         | 14            | 14                                    |   |                |           |                    |
| "       | 1115              | "               | Vienna area                |   | 2:05                   |  | "               | 8                                   | 8                 |                      | 8                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "       | 1125              | "               | Salzburg area              |   | 2:10                   |  | "               | 7                                   |                   |                      | 7                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "       | 1200              | "               | 1/2-1-1-54                 | 1245                                    | 2:10                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 G              | 4.00          |                  |               |                                       |   |                |           |                    |
| "       | 1230              | "               | 15 miles east of Linz-burg | 1315                                    | 2:15                   |  | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 14/500 G              | 3.50          |                  |               |                                       |   |                |           |                    |
| 324     | 1205              | Div. Bomb       | Case 7-1/2-54              | 1225                                    | 2:35                   |  | "               | 8                                   | 8                 | 7                    |                           |                   | 1                  |       | 14/500 G              | 3.40          |                  |               |                                       |   |                |           |                    |
| "       | 1030              | "               | Case 7-1/2-54              |   | 1:35                   | 1200   | "               | 8                                   | 8                 |                      | 8                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1303 DATE 1-1-54

SECRET

Page 2 of 7

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

| BOMBS ON TARGET       |               | AMMO.               |               | ENEMY RESISTANCE                     |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | REMARKS           |                             |
|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------------------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                             |
| 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                          |
| 14/500 G.             | 3.50          | 1-0/.500            | 1-0/.500      |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobserved        | Incidents 1<br>Explosions 1 |
| 13/500 G.<br>2/500 G. | 3.75<br>.50   | 110/.500            | 110/.500      |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Blade 2-0-0                 |
| 16/500 G.             | 2.00          |                     |               |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | No Attack                   |
| 14/500 G.             | 3.50          |                     |               |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobserved        |                             |
| 14/500 G.             | 3.50          |                     |               |                                      |  |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | No Attack                   |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 130 DATE 16-11-44

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                      |  | ENEMY          |           |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                      |  |                |           |
| 324     | 1050             | Dive Bomb       | Bridge V-950000          |  | 18:45                  |   | P47             | 8                                   | 6                 | 6                    |                           |                   | 1                  | 1     | 1000 lbs              | 3.00          |                     | ANTI-AIRCRAFT |                                      |  |                |           |
| "       | 1055             | "               | Quon V-179800            |  | 18:00                  |   | "               | 8                                   | 8                 |                      |                           |                   |                    |       |                       |               |                     |               |                                      |  |                |           |
| "       | 11:00            | "               | Quon V-448649            |  | 18:50                  |   | "               | 8                                   | 8                 |                      |                           |                   |                    |       |                       |               |                     |               |                                      |  |                |           |
| "       | 13:00            | "               | Vehicle J-8540           |  | 18:25                  |   | "               | 8                                   | 8                 |                      |                           |                   |                    |       |                       |               |                     |               |                                      |  |                |           |
| "       | 1350             | "               | Be Target Given          |  | 18:30                  |   | "               | 8                                   | 8                 |                      |                           |                   |                    |       |                       |               |                     |               |                                      |  |                |           |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

AUTH. \_\_\_\_\_  
DATE 00. 26th SCB  
INIT. 5 Nov. 1944

Page 3 of 7

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1391 DATE 1954

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |       | ENEMY         |                                      |  |                |           |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                      |  |                |           |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                   | 21                                       | 22             | 23        |
| 111     | 0945             | Tac Recon       | Libera, Element          |  | 155                    |   | 16              | 2                                   | 2                 |                      |                           |                   |                    |       |                       |               |       |               |                                      |  |                |           |
| 162     |                  | rec. Recon      |                          |  |                        |   |                 | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       |               |                                      |  |                |           |

SECRET

IN TH AIR FORCE  
NS REPORT FORM 34  
N NO 1308 DATE 1-2-64

Page 3 of 3

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

1st Tac. Air Force (Prov.)

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1330 DATE 16

| MISSION |                  |                         | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSS                               |                |           |                    |
|---------|------------------|-------------------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION         | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                         |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1       | 2                | 3                       | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 415     | 1700             | Night . . . .<br>Patrol | Rhine Valley             |  | 2130                   | Down<br>Fire                                |                 | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                  |               |                                      |  |                |           |                    |

SECRET

SECRET

Page 1 of 1

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

NINTH AIR FORCE  
 ON REPORT FORM 34  
 ON NO. 1330 DATE 16

| ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |   |
|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---|
| ON<br>ET         | AMMO.               | ENEMY LOSSES       |                                      |  |                |           | LOSSES BY CAUSE    |         |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |   |
| TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38  |
|                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unsuccessful  |
|                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | M. C. BALL II<br>Captain, Air Corps<br>Operations Officer |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Provisional Air Force

NINTH AIR FORCE

OPERATIONS REPORT FORM 34

OPERATION NO. 133 DATE 17-11-1951

| MISSION             |                  |                 | OBJECTIVE                                 | OPER. FACTORS                          |                        |   | ATTACKING POWER  |   |    |                           |    |    |                 |    | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES BY TYPE |  |    |    |
|---------------------|------------------|-----------------|---|--|------------------------|---|------------------|---|----|---------------------------|----|----|-----------------|----|------------------|---------------|--------------------------------------|----------------------|--|----|----|
| GROUP               | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT         |   |    | REASONS A/C NOT ATTACKING |    |    | BOMBS ON TARGET |    | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |                      | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED |    |    |
| 1                   | 2                | 3               | 4   | 5                                      | 6                      | 7   | 8                | 9 | 10 | 11                        | 12 | 13 | 14              | 15 | 16               | 17            | 18                                   | 19                   | 20                                       | 21 | 22 |
| H15<br>Night<br>Per | 1705             | Area Patrol     | Harlem, Berlin, Germany, contact, dog tag |  | 2125                   |   | Bomb<br>Fighters | 4 | 4  | 2                         | 2  |    |                 |    |                  |               | 1700/<br>203<br>200/<br>200          | 400 LPT<br>1EACC     |  |    |    |

SECRET



H AIR FORCE  
REPORT FORM 34  
NO. 1733 DATE 17-11-54

SECRET

Page 1 of 1

SECRET

AUTH. CO. 2623 SCBDATE 30 Dec 1954INIT. WJH

| ENEMY RESISTANCE |               | RESULTS OF MISSION                   |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS |                   |         |                   |                  |                         |
|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|---------|-------------------|------------------|-------------------------|
| AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         | DEGREE OF SUCCESS |         |                   |                  |                         |
|                  |               |                                      |  | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |         |                   | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                         |
| 17               | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24      | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32     | 33      | 34                | 35      | 36                | 37               | 38                      |
| 1700/            | 400 LFF       | 300                                  | 100                                      |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |         |                   |                  | W/T 1-2-1<br>Bldg 1-2-2 |
| 500/             | 1000          | 200                                  |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |         |                   |                  |                         |
| 2000             |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |         |                   |                  |                         |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1316 DATE 17 JUL 1954

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                  |                                       |   |                |                 |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|------------------|---------------------------------------|---|----------------|-----------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | ENEMY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                  |                                       |   |                |                 |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19               | 20                                    | 21  | 22             | 23              |
| 50      | 0800              | 1st Bomb        | 11-11                    |   | 1:45                   |  | 7               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 5/500 G               | 3.00          | 500              | NOR 177<br>1BACC |                                       |   |                |                 |
| "       | 0845              | "               | "                        |   | 1:38                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 G              | 3.00          |                  | NOR 177<br>1BACC |                                       |   |                |                 |
| "       | 0905              | "               | 1/1 Partheling           |   | 1:40                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 G              | 3.00          |                  | NOR 177<br>1BACC |                                       |   |                |                 |
| "       | 0943              | "               | Tunnel - 108142          |   | 1:32                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 7/500 G               | 1.75          |                  |                  |                                       |   |                |                 |
| "       | 1009              | "               | NY - 1-615065            |   | 1:41                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 G              | 3.00          |                  | NOR 177<br>1BACC |                                       |   |                |                 |
| "       | 1030              | "               | C/P 1-341002             |   | 1:18                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 G              | 3.00          |                  | 177 LPT<br>AOC   |                                       |   |                |                 |

SECRET

R FORCE  
ORT FORM 34  
DATE

SECRET

Page 4 of 9

SECRET

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

| ENEMY RESISTANCE |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | REMARKS           |    |    |            |  |                          |
|------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|----|------------|--|--------------------------|
| NO.              | ANTI-AIRCRAFT<br>NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           |         | CREW MEMBERS     |        |         |                   |                  | DEGREE OF SUCCESS |    |    |            |  |                          |
|                  |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                   |    |    |            |  |                          |
| 18               | 19  | 20                 | 21        | 22                 | 23      | 24                | 25   | 26               | 27             | 28        | 29      | 30               | 31     | 32      | 33                | 34               | 35                | 36 | 37 | 38         |  |                          |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Unobserved | Total Miles<br>21.2 mi<br>G/A<br>Bridges | 13-0-7<br>1-0-0<br>2-0-1 |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Excellent  | Barges<br>H.B.V.<br>Blogs                | 2-0-0<br>7-0-2<br>28-0-9 |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Good       | M2                                       | 73-0-8                   |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Fair       |  |                          |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Unobserved |  |                          |
| MOB 877<br>18-00 |   |                    |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |    | Good       |  |                          |

THIS PAGE IS UNCLASSIFIED

SECRET

**SECRET**

NINTH A.F. FORCE  
OPERATIONS REPORT FORM 34  
OPERATION No.            DATE           

[illegible]

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

113-11  
 113-11  
 113-11

DATE 7-21-64

INIT

REMARKS

AIR FORCE  
REPORT FORM 34  
DATE \_\_\_\_\_

1999

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 3316 DATE 17-11-1944

| MISSION |                   |                 | OBJECTIVE                    | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                   |                                       | ENEM |   |
|---------|-------------------|-----------------|------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|-------------------|---------------------------------------|------|---|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE     | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |      | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |
|         |                   |                 |                              |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                   |                                       |      |   |
| 1       | 2                 | 3               | 4                            | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19                | 20                                    | 21   | 22  |
| 324     | 1150              | Dive Bomb       | Amo Dump<br>V-455640         | 1220                                    | 1:25                   | 3000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/750 Napalm         | 4.00          |                  | MOD LFF<br>ACC    |                                       |      |   |
| "       | 1410              | "               | Troops V-439599,<br>V-455600 | 1455                                    | 1:30                   | 3000   | "               | 7                                   | 6                 | 6                    |                           |                   | 1                  |       | 8/750 Napalm          | 3.00          |                  | WEAK LFF<br>INACC |                                       |      |   |
| "       | 1400              | "               | Troops V-420695              | 1440                                    | 1:30                   | 1500   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 48/260 Frags          | 6.00          |                  | WEAK SAF<br>INACC |                                       |      |   |
| "       | 1415              | "               | Amo Dump<br>V-449643         |   | 1:55                   |  | "               | 7                                   | 7                 |                      | 7                         |                   |                    |       |                       |               |                  |                   |                                       |      |   |
| "       | 1425              | "               | Supply Dump<br>V-6184        | 1600                                    | 2:20                   | 2000   | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 74/204 Frags          | .74           |                  | WEAK LFF<br>INACC |                                       |      |   |
| "       | 1445              | "               |                              | 1545                                    | 2:15                   | 3000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/750 Napalm         | 4.50          | 2000/<br>.50s    |                   |                                       |      |   |
| "       | 0740              | "               | Gas V-385781                 | 0900                                    | 2:00                   | 2000   | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 16/500 Gp             | 4.00          | 28200/<br>.50s   | WEAK LFF<br>ACC   |                                       |      |   |
| "       | 0805              | "               | Gas V-368752                 | 0915                                    | 2:00                   | 3900   | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 14/500 Gp             | 3.50          |                  | WEAK LFF<br>ACC   |                                       |      |   |

SECRET

NINTH AIR FORCE  
 REPORT FORM 34  
 ON NO 1116 DATE 17-11-1944

SECRET

Page 6 of 9

SECRET

AUTH. CO, 26th AGCDATE 30 Nov. 1944INIT. CM

|                          |                     | ENEMY RESISTANCE  |  |  | RESULTS OF MISSION |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   | REMARKS |                   |                  |
|--------------------------|---------------------|-------------------|--|--|--------------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------|-----------------|------------------|--------|---------|-------------------|---------|-------------------|------------------|
| ON<br>SET                | AMMO.               | ANTI-AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                |           | CREW<br>MEMBERS |                  |        |         | DEGREE OF SUCCESS |         |                   |                  |
| TOTAL TONNAGE            | AMMUNITION EXPENDED |                   |  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U. S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN         | AIRCRAFT DAMAGED | KILLED | MISSING |                   |         | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 17                       | 18                  | 19                | 20                                       | 21   | 22                 | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30        | 31              | 32               | 33     | 34      | 35                | 36      | 37                | 38               |
| 1.00                     |                     | MOD L77<br>ACC    |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         | Good              |                  |
| 3.00                     |                     | VNAE L77<br>IRACC |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         | Excellent         |                  |
| 6.00                     |                     | VNAE 547<br>IRACC |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         |                   |                  |
| .75                      |                     | VNAE L77<br>IRACC |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         | Good              |                  |
| 1.50                     | 2000/<br>.50s       |                   |  |  |                    |           |                    |         | 1                  |      |                  |                |           | 1               |                  | 1      |         |                   |         | Unobserved        |                  |
| 1.00                     | 28201/<br>.50s      | VNAE L77<br>ACC   |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         |                   |                  |
| 3.90                     |                     | VNAE L77<br>ACC   |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         |                   |                  |
| No attack due to weather |                     |                   |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |         |                   |                  |

THIS PAGE IS UNCLASSIFIED

SECRET

REPRODUCTION PLATED, 50-100000-10-10



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 336 DATE 12-11-1944

| MISSION |                  |                 | OBJECTIVE                           | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE           |               |                     | ENEMY L           |                                       |   |                |           |
|---------|------------------|-----------------|-------------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|----------------------------|---------------|---------------------|-------------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE            | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET            |               | AMMO.               | ANTI-AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                  |                 |                                     |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT      | TOTAL TONNAGE | AMMUNITION EXPENDED |                   |                                       |   |                |           |
| 1       | 2                | 3               | 4                                   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                         | 17            | 18                  | 19                | 20                                    | 21  | 22             | 23        |
| 324     | 0905             | Dive Bomb       | Strong Points                       | 1005                                    | 1:50                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/750 Bombs<br>18/200 Frag | 3.00<br>.18   |                     |                   |                                       |   |                |           |
| "       | 0855             | "               | Troops V-360776,<br>V-372783        | 1045                                    | 1:50                   | 3000   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 30/500 Gp<br>6/260 Frag    | 7.50<br>.35   |                     | WEAK LFT<br>AOC   |                                       |   |                |           |
| "       | 0930             | "               | Troops V-369773,<br>V-380780        | 1130                                    | 3:00                   | 1000   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 46/260 Frag                | 12.00         |                     | MOD S&F<br>INACC  |                                       |   |                |           |
| "       | 1140             | "               | Gun V-439729                        | 1240                                    | 2:20                   |  | "               | 4                                   | 4                 | 3                    |                           |                   | 1                  |       | 100/200 Frag               | 1.00          |                     | WEAK LFT<br>AOC   |                                       |   |                |           |
| 371     | 1249             | Area Bomb       | Troops V-420695                     | 1426                                    | 2:11                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 15/500 Gp                  | 3.75          | 1364/<br>.50s       | MOD EFF<br>INACC  |                                       |   |                |           |
| "       | 1346             | "               | Marked Target<br>V-3852             | 1440                                    | 1:41                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gp                  | 4.00          | 2400/<br>.50s       | MOD EFF<br>INACC  |                                       |   |                |           |
| "       | 1355             | "               | Bq V-379742                         | 1445                                    | 1:54                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gp                  | 4.00          | 785/<br>.50s        | WEAK LFT<br>INACC |                                       |   |                |           |
| "       | 1400             | "               | RR Tracks<br>V-374575 &<br>V-392541 | 1500                                    | 1:12                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gp                  | 4.00          | 6950/<br>.50s       | EFF EFF<br>INACC  |                                       |   |                |           |

SECRET

AIR FORCE  
REPORT FORM 34  
10-1-56 DATE 12-11-1944

SECRET

Page 7 of 9

SECRET

AUTH. ~~SECRET~~  
DATE ~~10-1-56~~  
INIT. ~~SECRET~~

| ENEMY RESISTANCE    |                  | RESULTS OF MISSION                    |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   | REMARKS |         |                   |                  |
|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|---------|---------|-------------------|------------------|
| AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |         |         |                   |                  |
| AMMUNITION EXPENDED |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |         | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35      | 36      | 37                | 38               |
|                     | WEAK LPT<br>AOC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Unobserved        |                  |
|                     | MOD SAT<br>IRAC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Excellent         |                  |
|                     | WEAK LPT<br>AOC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Unobserved        |                  |
| 1350/<br>.50s       | MOD HTV<br>IRAC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Unobserved        |                  |
| 2400/<br>.50s       | MOD HTV<br>IRAC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Good              |                  |
| 785/<br>.50s        | WEAK LPT<br>IRAC |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | .                 |                  |
| 6950/<br>.50s       | MOD HTV<br>IRAC  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | .                 |                  |
|                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | .                 |                  |
|                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | WT 1-0-0          |                  |
|                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Blade 1-0-0       |                  |
|                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Blade 1-0-0       |                  |
|                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         | Railroads 3       |                  |

SECRET

REPRODUCTION PLANTING, COPIES DESTROYED BY 45 60

THIS PAGE IS UNCLASSIFIED.



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 1316 DATE 12-11-1944

| MISSION |                  |                 | OBJECTIVE                 | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE    |                                      |  | ENEMY          |        |
|---------|------------------|-----------------|---------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------------|--------------------------------------|--|----------------|--------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DEATHS |
| 1       | 2                | 3               | 4                         | 5                                      | 6                      | 7   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                                      |  |                |        |
| 371     | 1430             | Area Supt       | Area Dump<br>V-554685     | 1545                                   | 1:40                   | 1500  | P-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 13/500 Gp             | 3.25          | 604/.50s            |                                      |  |                |        |
| "       | 1450             | "               | MT Mulhouse,<br>MT V-5612 | 1535                                   | 2:05                   |   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 14/500 Gp<br>2/500 "  | 3.50<br>.50   | 452/.50s            | INT LFF<br>ACC                       |  |                |        |
| "       | 0848             | "               | Reed V-4963               | 0930                                   | 1:39                   |   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16/500 Gp             | 4.00          | 2430/.50s           | WEAK LFF<br>ACC                      |  |                |        |
| "       | 0900             | "               | Troops V-4567             | 1000                                   | 1:11                   |   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 |                       |               |                     |                                      |  |                |        |
| "       | 0905             | "               | V-554685                  | 1005                                   | 1:43                   |   | "               | 8                                   | 7                 | 7                         |         |                   | 1                  |                 | 14/500 Gp             | 3.50          | 250/.50s            | MOD LFF<br>INACC                     |  |                |        |
| "       | 0920             | "               | V-612846                  | 1035                                   | 2:01                   |   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16/500 Gp             | 4.00          | 387/.50s            | WEAK LFF<br>INACC                    |  |                |        |
| "       | 1012             | "               | Marked Target<br>V-415700 |  | 1:43                   |   | "               | 7                                   | 7                 | 6                         |         |                   | 1                  |                 | 12/500 Gp             | 3.00          | 860/.50s            | WEAK LFF<br>INACC                    |  |                |        |
| "       | 1034             | "               | Reed V-48631,<br>V-462624 | 1120                                   | 2:00                   |   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 15/500 Gp             | 3.75          | 920/.50s            | MOD LFF<br>ACC                       |  |                |        |

SECRET

11TH AIR FORCE  
 REPORT FORM 34  
 NO 2316 DATE 12-10-1944

SECRET

Page 8 of 9

SECRET

AUTH: 2612-800  
 DATE 30 Nov. 1944  
 INIT.

| ENEMY RESISTANCE |                     | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         | REMARKS           |                  |    |                          |
|------------------|---------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|-------------------|---------|-------------------|------------------|----|--------------------------|
| AMMO.            | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  | DEGREE OF SUCCESS |         |                   |                  |    |                          |
| TOTAL TONNAGE    | AMMUNITION EXPENDED |                                      |  | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED            | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |                          |
| 17               | 18                  | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32                | 33      | 34                | 35               | 36 | 37                       |
| 3.23             | 60/.50e             |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Good                     |
| 3.50             | 452/.50e            | 1ST LFF                              |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Excellent RT 0-0-0       |
| 4.00             | 2630/.50e           | VRAX LFF                             |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Fair RT 1-0-0            |
|                  |                     |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | In Attack due to Weather |
| 3.90             | 250/.50e            | MOD LFF                              |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Good                     |
| 4.00             | 387/.50e            | VRAX LFF                             |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Unobserved               |
| 3.00             | 860/.50e            | VRAX LFF                             |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    | Unobserved Blags 0-0-0   |
| 3.75             | 920/.50e            | MOD RTT                              |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |                   |                  |    |                          |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Taw Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1316 DATE 17-11-1954

| MISSION |                   |                             | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                           |               | ENEMY RESISTANCE |                 |                                       | ENEMY LOS                                 |                |           |
|---------|-------------------|-----------------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---------------------------|---------------|------------------|-----------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION             | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET           |               | AMMO.            | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                             |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT     | TOTAL TONNAGE |                  |                 |                                       |   |                |           |
| 1       | 2                 | 3                           | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                        | 17            | 18               | 19              | 20                                    | 21  | 22             | 23        |
| 358     | 0910              | Armed Recon<br>Close Escort | 4,7 4-100000             | 0955                                    | 1:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 23/500 G.                 | 5.75          |                  | MOD LFF<br>INAC |                                       |   |                |           |
| "       | 1110              | "                           | 4,7 4-17138              | 1155                                    | 1:40                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 G.                 | 6.00          |                  | MOD HFF<br>ACC  |                                       |   |                |           |
| "       | 1020              | "                           | Heavy Gun<br>455070      | 1115                                    | 1:45                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 G.<br>2/150 Napalm | 6.00<br>2.20  | 2400/<br>.50s    | HFF HFF<br>INAC |                                       |   |                |           |
| "       | 1336              | Med Bomb<br>Close Escort    | Guveras                  | 1430                                    | 2:14                   | 17000  | "               | 14                                  | 14                | 14                   |                           |                   |                    |       |                           |               |                  |                 |                                       |   |                |           |
| "       | 1352              | "                           | "                        | 1420                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                           |               |                  | MOD LFF<br>INAC |                                       |   |                |           |

SECRET

AIR FORCE  
REPORT FORM 34  
DATE 17-11-1944

SECRET

Page 9 of 9

SECRET

AUTH. CO, 26th SCV  
DATE 30 Nov. 1944  
INIT.

## RESULTS OF MISSION

REMARKS

| AMMO.               | ENEMY RESISTANCE |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         | REMARKS           |                  |              |
|---------------------|------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|---------|-------------------|------------------|--------------|
|                     | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |         |                   |                  |              |
| AMMUNITION EXPENDED |                  |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |              |
| 18                  | 19               | 20  | 21                 | 22        | 23                 | 24      | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32     | 33                | 34      | 35                | 36               | 37           |
| 2000/500            | MOE 177<br>INAC  |   |                    |           |                    |         |                   |      |                  |                |              |         |                  | 1 AC   |                   |         |                   |                  | Good         |
|                     | MOE 177<br>ACC   |   |                    |           |                    |         | 1                 |      |                  |                |              | 1       |                  |        |                   | 1       |                   |                  | 1-0-0        |
|                     | 177 177<br>INAC  |   |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |                   |                  | 1-0-0        |
|                     | 177 177<br>INAC  |   |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |                   |                  | 17-0-2       |
|                     | 177 177<br>INAC  |   |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |                   |                  | Unsuccessful |

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 338 DATE 17-11-1944

| MISSION |                   |                        | OBJECTIVE                  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LO                                  |                |           |
|---------|-------------------|------------------------|----------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION        | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                        |                            |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1       | 2                 | 3                      | 4                          | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 34      | 1020              | High Level Photo Recon | L-527803 to 560813         | 1130                                    | 2:10                   | 22000  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1010              | Med Level Photo Recon  | Railroute 8-7414 to 8-3215 | 1110                                    | 1:40                   | 15000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1015              | "                      | Bridge-Wildberg            | 1120                                    | 2:35                   | 16000  | "               | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1025              | "                      | A/F Grosselfinger          | 1145                                    | 2:00                   | 14000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1040              | High Level Photo Recon | Railroute A-7448 to A-8249 | 1100                                    | 1:30                   | 22000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1030              | "                      | Mountain Pass U-5511       | 1115                                    | 1:35                   | 24000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1025              | "                      | Bridge 4-53751800          | 1125                                    | 2:00                   | 25000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |
| "       | 1000              | Med Level Photo Recon  | V-6369, 3-7709             | 1130                                    | 2:05                   | 19000  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |

SECRET

THIS PAGE IS UNCLASSIFIED

AIR FORCE  
REPORT FORM 34  
~~0-1339~~ DATE ~~17-11-1944~~

**SECRET**

Page 1 of 1

~~SECRET~~

AUTHOR: ~~2644 408~~

DATE 30 Nov. 1944

INIT. \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

CONSTRUCTION PLANS FOR THE REPAIR OF THE ...



SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1328 DATE 17-11-1954

| MISSION |                   |                     | OBJECTIVE                 | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |                    |                                       | ENEMY LOSSES                              |                |           |
|---------|-------------------|---------------------|---------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|--------------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                     |                           |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                    |                                       |   |                |           |
| 1       | 2                 | 3                   | 4                         | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19                 | 20                                    | 21  | 22             | 23        |
| 111     | 0910              | Tac Rec             | Zabern Area               |   | 1150                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 40/.50s             | 1st BFF ACC        |                                       |   |                |           |
| "       | 1030              | Photo Rec           | Saarlburg, St. Die Area   | 1045                                    | 1150                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1040              | Tac Rec             | Selbststadt Area          | 1100                                    | 2120                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1050              | "                   | Offenburg Area            | 1105                                    | 1125                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1230              | "                   | Gerresheim Area           | 1245                                    | 1130                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1245              | "                   | Strasbourg Area           | 1300                                    | 2100                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1415              | "                   | Strasbourg Area           | 1430                                    | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1415              | "                   | Selbststadt-Mulhouse Area | 1430                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| 162     | 0815              | "                   | Area-GY                   | 0900                                    | 1:40                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 0915              | "                   | Area-GK                   | 0930                                    | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1030              | "                   | Area-GY                   | 1057                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1100              | "                   | Area-GK                   | 1125                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                    |                                       |   |                |           |
| "       | 1150              | Low Level Photo Rec | Rhine River               | 1210                                    | 1:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | 1st BFF<br>1st ACC |                                       |   |                |           |

SECRET





SECRET

1st Provisional Air Force

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 132 DATE 17-11-1954

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |   |    |    |                           |    |    |    |                 |    | ENEMY RESISTANCE |               | ENEMY |                                       |   |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|---|----|----|---------------------------|----|----|----|-----------------|----|------------------|---------------|-------|---------------------------------------|---|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |   |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |    | AMMO.            | ANTI-AIRCRAFT |       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9 | 10 | 11 | 12                        | 13 | 14 | 15 | 16              | 17 | 18               | 19            | 20    | 21                                    | 22  |
| 162     | 1125              | Photo Rec       | Shimo River              | 1135                                    | 1125                   |  | F-86            | 2 | 2  | 1  |                           |    |    | 1  |                 |    |                  |               |       |                                       |   |
| "       | 1315              | Tac Rec         | Area CY                  | 1325                                    | 1330                   |  | "               | 2 | 2  | 2  |                           |    |    |    |                 |    |                  |               |       |                                       |   |
| "       | 1400              | "               | Area CY                  | 1410                                    | 1405                   |  | "               | 2 | 2  | 2  |                           |    |    |    |                 |    |                  |               |       |                                       |   |
| "       | 1330              | Photo Rec       | Shimo River              | 1345                                    | 1315                   |  | "               | 2 | 2  | 2  |                           |    |    |    |                 |    |                  |               |       |                                       |   |
| "       | 1450              | Arty Adj        | Tac Area                 | 1500                                    | 1450                   |  | "               | 2 | 2  | 2  |                           |    |    |    |                 |    |                  |               |       |                                       |   |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 137 DATE 17-11-1945

**SECRET**

Page 2 of 2

SECRET  
AUTH. 00. 6th -CU  
DATE 30 Nov. 1944  
INIT. \_\_\_\_\_

| POWER        |  |                       |               | ENEMY RESISTANCE    |               |  | RESULTS OF MISSION                           |                |           |                    |         |                    |      |                  |                |           |                 |                  |        | REMARKS |                   |                  |                   |    |
|--------------|--|-----------------------|---------------|---------------------|---------------|--|--|----------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------|-----------------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| A/C<br>CKING |  | BOMBS ON<br>TARGET    |               | AMMO.               |               |  |  | ENEMY LOSSES   |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                |           | CREW<br>MEMBERS |                  |        |         |                   |                  |                   |    |
| OTHER        |  | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN         | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 15           |  | 16                    | 17            | 18                  | 19            | 20                                       | 21   | 22             | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30        | 31              | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  | Unsuccessful      |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  | Successful        |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  |                   |    |
|              |  |                       |               |                     |               |  |  |                |           |                    |         |                    |      |                  |                |           |                 |                  |        | </      |                   |                  |                   |    |

THIS PAGE IS UNCLASSIFIED

**SECRET**

REPRODUCTION OF THIS DOCUMENT IS UNLAWFUL

SECRET

1st Tm. Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1-33 DATE 19 Nov. 1944

| MISSION        |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                       |   | ENEMY L        |           |               |
|----------------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|---------------------------------------|---|----------------|-----------|---------------|
| GROUP          | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                               | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |               |
|                |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                       |   |                |           | TOTAL TONNAGE |
| 1              | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                    | 20  | 21             | 22        | 23            |
| 34th Photo Rec | 0920              | Photo Rec       | Block Coverage<br>V4169, V4532, V6577,<br>V4753, V4453 |   | 1:40                   |  | P-5             | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 0945              | "               | Block Coverage<br>419, 438, 264, 264                   |   | 1:30                   |  | "               | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 1000              | "               | Block Coverage<br>473, 434, 200, 470                   |   | 1:15                   |  | "               | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 0950              | "               | Strip of River<br>Karlsruhe                            |   | 1:30                   |  | "               | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 1400              | "               | Block Coverage<br>473, 434, 200, 473                   |   | 1:00                   |  | "               | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 0930              | "               | Block Coverage<br>4-19, 4-38, 2-64, 2-44               |   | 1:50                   |  | "               | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 1335              | "               | Railroute 4-3414,<br>2-3414, 2-5867                    |   | 1:10                   |  | "               | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 1350              | "               | Block Coverage<br>473, 2-54, 200, 4-75                 |   | 1:00                   |  | "               | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |
| "              | 1400              | "               | Block Coverage<br>473, 2-54, 200, 4-75                 |   | 1:10                   |  | "               | 1                                   | 1                 |                           | 1       |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 3-22 DATE 14 Nov. 1944

SECRET

Page 1 of 2

SECRET

AUTH. CO. 1641-000DATE 3 Dec. 1944INIT. 100

| BOMB ON TARGET        |               | AMMO.               | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   | REMARKS |                   |                  |    |              |  |
|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|------------------|--------------|---------|----|-------------------|---------|-------------------|------------------|----|--------------|--|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  | AIRCRAFT DAMAGED | CREW MEMBERS |         |    | DEGREE OF SUCCESS |         |                   |                  |    |              |  |
|                       |               |                     |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT   | ACCIDENTS    | UNKNOWN |    | KILLED            | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |              |  |
| 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29               | 30           | 31      | 32 | 33                | 34      | 35                | 36               | 37 | 38           |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Unsuccessful |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Successful   |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Unsuccessful |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Successful   |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Unsuccessful |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Successful   |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | Unsuccessful |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | .            |  |
|                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                  |              |         |    |                   |         |                   |                  |    | .            |  |

SECRET

REPRODUCTION PLATON 10-0 DOWNS OF 40 00

THIS PAGE IS UNCLASSIFIED

SECRET

1st Taw Air Force(Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1338 DATE 1 Nov 1944

| MISSION |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                                 | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 34      | 1400              | Photo Recon     | Block Coverage<br>2-75, 2-54, 207,<br>475, 234, 216, 275 |   | 0155                   |  | F5              | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| •       | 1345              | •               | Block Coverage<br>Q-60, Q-93, U-9384,<br>F-6064          |   | 1105                   |  | •               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| •       | 1350              | •               | Block Coverage<br>4-19, U-38, 2-44,<br>2-44              |   | 1110                   |  | •               | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| •       | 1420              | •               | Block Coverage<br>Q73, 234, 246, Q73                     |   | 1140                   |  | •               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1339 DATE 1 Nov. 1944

SECRET

Page 2 of 2

SECRET

AUTH. CO. 26th ACBDATE 5 Dec. 1944INIT. 32

| BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS           |                   |                  |    |              |
|-----------------------|---------------|---------------------|------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|-------------------|------------------|----|--------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |                   |                  |    |              |
|                       |               |                     |                  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING           | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |              |
| 16                    | 17            | 18                  | 19               | 20   | 21                 | 22        | 23                 | 24      | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32     | 33                | 34                | 35               | 36 | 37           |
|                       |               |                     |                  |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |    | Unsuccessful |
|                       |               |                     |                  |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |    | Successful   |
|                       |               |                     |                  |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |    | Unsuccessful |
|                       |               |                     |                  |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |                   |                  |    | Successful   |

THIS PAGE IS UNCLASSIFIED

SECRET



SECRET

1st Tac Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1340 DATE 19 Nov. 1944

| MISSION    |                  |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOS                                 |                |           |    |
|------------|------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|----|
| GROUP      | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                              | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |    |
| 1          | 2                | 3               | 4   | 5                                       | 6                      | 7  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           | 19 |
| 111<br>Tac | 1530             | Tac Rec         | CE - B - Areas  | 1545<br>1655                            | 1:50                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               | 1ST LFF<br>AC                         |   |                |           |    |
| "          | 1550             | "               | St. Die, Saales,<br>Seltzack Areas                    | 1605<br>1650                            | 1:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               | 1ST LFF<br>IHACC                      |   |                |           |    |
| 162<br>Tac | 0810             | "               | Area CE to V3075                                      | 0830<br>0910                            | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               | 1ST LFF<br>IHACC                      |   |                |           |    |
| "          | 0810             | "               | Area E to Seltz-<br>ack, Freiburg, Basel,<br>Seltzack | 0826<br>0910                            | 1:20                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               | NOE EFF<br>AC                         |   |                |           |    |
| "          | 0900             | "               | Area D to Im-<br>weiler, Lärz, Lärz                   | 0913<br>0940                            | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |    |
| "          | 0945             | "               | Area CE to V-3075                                     | 0955<br>1050                            | 1:20                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |    |
| "          | 1115             | "               | Area CE to V3075,<br>Allarmont, Seltz,<br>Melsheim    | 1125<br>1210                            | 1:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |    |

SECRET

U.S. AIR FORCE  
REPORT FORM 34  
NO. 190 DATE 19 Nov. 1944

SECRET

Page 1 of 3

SECRET

AUTH. CC. 14 180  
DATE 1 Jan 1945  
INIT. TON

| RESULTS OF MISSION |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         | REMARKS           |                  |                   |            |    |
|--------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|-------------------|--------|---------|-------------------|------------------|-------------------|------------|----|
| ENEMY RESISTANCE   |               | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         | DEGREE OF SUCCESS |        |         |                   |                  |                   |            |    |
| AMMO.              | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED  | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |            |    |
| 17                 | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24      | 25                | 26   | 27               | 28             | 29        | 30      | 31                | 32     | 33      | 34                | 35               | 36                | 37         | 38 |
|                    |               | 1ST LFT<br>AC                        |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | Successful |    |
|                    |               | 1ST LFT<br>IMAC                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               | 1ST LFT<br>IEAC                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               | NOE 1ST<br>ACC                       |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |
|                    |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |        |         |                   |                  |                   | .          |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

1st Twp. 4th Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1140 DATE 15 Feb. 1964

| MISSION    |                   |                     | OBJECTIVE                                     | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |
|------------|-------------------|---------------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE                      | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|            |                   |                     |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1          | 2                 | 3                   | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 111<br>Tac | 0800              | Tac Rec             | St. Die, Seirnsack,<br>Zabern, Saarburg       | 0815<br>0920                            | 1130                   |  | P6              | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 0850              | "                   | Belfort, Mulhouse,<br>Colmar, Maestor<br>Area | 0910<br>1010                            | 2115                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 0945              | "                   | Saarburg Area                                 | 1040<br>1100                            | 2110                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1100              | Arty Adj<br>Tac Rec | Arty B in St. Die                             | 1120<br>1255                            | 2110                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1130              | Tac Rec             | Zabern Area                                   | 1145<br>1315                            | 2100                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1145              | Photo Rec           | U-885559, V-855128<br>Area                    | 1200<br>1250                            | 1115                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1200              | Tac Rec             | Saarburg, Zabern<br>Area                      | 1215<br>1355                            | 1105                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1220              | "                   | Selbstst, Colmar,<br>Belfort, Mulhouse        | 1235<br>1340                            | 1130                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "          | 1310              | Photo Rec           | Saarburg, St. Die<br>Euguenen Area            | 1320<br>1415                            | 1115                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

NINTH AIR FORCE  
DNS REPORT FORM 34  
ON NO 1740 DATE 19 Nov. 1965

**SECRET**

Page 2 of 3

**SECRET**

AUTH. CO. 26th SCS

DATE 3 Dec. 1964

INIT. \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

1st Twp. Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 130 DATE 19 10 1944

| MISSION          |                  |                 | OBJECTIVE                                  | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |                  |                                      |  | ENEMY LOSS     |           |
|------------------|------------------|-----------------|--|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|
| GROUP            | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
| 1                | 2                | 3               | 4  | 5                                      | 6                      | 7   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                  |                                      |  |                |           |
| 11144<br>7th AFB | 1415             | 2nd AFB         | St. Die, Saales, Schirmeck, Ebern, Werthig | 1430<br>1525                           | 2120                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                      |  |                |           |
| "                | 1415             | "               | Belfort, Mulhouse, Colmar, Munster Area    | 1430<br>1545                           | 1145                   |   | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                      |  |                |           |
| "                | 1450             | "               | Belfort, Mulhouse, Colmar, Munster Area    | 1445<br>1550                           | 2115                   |   | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | MOD 877<br>12ACG |                                      |  |                |           |
| "                | 1515             | "               | Area D                                     | 1530<br>1700                           | 1155                   |   | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | MOD 877<br>ACG   |                                      |  |                |           |

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 130 DATE 10 Dec 1944

SECRET

Page 3 of 3

SECRET

AUTH. CO, 26th AGFDATE 3 Dec 1944

INIT. \_\_\_\_\_

| BOMBS ON TARGET |                     | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |    |
|-----------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| AMMO.           |                     |                  |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |    |
| TOTAL TONNAGE   | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 17              | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                 |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Successful        |    |

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

1st Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1115 DATE 12 Feb 1954

| MISSION |                   |                 | OBJECTIVE                             | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |  |               | ENEMY RESISTANCE  |               |                                       |   |                     |                |
|---------|-------------------|-----------------|---------------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--|---------------|-------------------|---------------|---------------------------------------|---|---------------------|----------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE              | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET  |               | AMMO.             | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY L             |                |
|         |                   |                 |                                       |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE |                   |               |                                       |   | AMMUNITION EXPENDED | LOSSES BY TYPE |
| 1       | 2                 | 3               | 4                                     | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16   | 17            | 18                | 19            | 20                                    | 21  | 22                  | 23             |
| 324     | 0745              | Live Bomb       | Strong Point<br>V-430574              | 0840                                    | 2:15                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 156/204 Frags 1.56<br>8/750 & 8/500 1.50<br>8/260 Frags 1.00 | 53150/.50c    |                   |               |                                       |   |                     |                |
| "       | 0855              | "               | Strong Point<br>V-363807, V-369794    | 0950                                    | 1:50                   | 4000   | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 138/204 Frags 1.38<br>8/260 Frags 1.00                       |               |                   |               |                                       |   |                     |                |
| "       | 0845              | "               | Strong Point<br>V-440570              | 1015                                    | 2:10                   | 1500   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 156/204 Frags 1.56<br>8/260 & Frags 1.00<br>8/500 2.00       |               | NEAR LST<br>IRACC |               |                                       |   |                     |                |
| "       | 0905              | "               | Strong Point<br>V-440570,<br>V-440540 | 0950                                    | 1:30                   | 2000   | "               | 8                                   | 5                 | 5                    |                           |                   | 3                  |       | 100/204 Frags 1.00<br>20/500 5.00                            |               |                   |               |                                       |   |                     |                |
| "       | 0940              | "               | Strong Point<br>V-44553               | 1010                                    | 2:50                   | 3000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 80/204 Frags .80<br>16/500 4.00                              |               |                   |               |                                       |   |                     |                |
| "       | 0945              | "               | St. Jean D'Ar Mont                    | 1030                                    | 1:00                   | 3000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 80/204 Frags .80<br>16/500 4.00                              |               |                   |               |                                       |   |                     |                |
| "       | 1110              | "               | Rebels                                | 1155                                    | 1:50                   | 3000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 156/204 Frags 1.56<br>8/500 2.00                             |               |                   |               |                                       |   |                     |                |
| "       | 1125              | "               | Base V-512635                         | 1205                                    | 1:30                   | 4000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 80/204 Frags .80<br>16/500 4.00                              |               |                   |               |                                       |   |                     |                |

SECRET

Page 1 of 7

**SECRET**

AUTH. 10. Feb 68  
DATE 3 Feb 1968  
INIT. \_\_\_\_\_

**SECRET**

THIS PAGE IS UNCLASSIFIED



SECRET

1st TAC Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1335 DATE 19 10 1954

| MISSION |                  |                 | OBJECTIVE                          | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                      |               | ENEMY RESISTANCE |               |                                      |  | ENEMY LOS      |           |                    |
|---------|------------------|-----------------|------------------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE           | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                      |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                 |                                    |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1       | 2                | 3               | 4                                  | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                   | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 324     | 1220             | Dive Bomb       | Bridge V-460535, V-460530          | 1332                                   | 2120                   | 1000  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " " 1.00 |               |                  |               |                                      |  |                |           |                    |
| "       | 1345             | "               | Base V-445728                      |  | 2105                   |   | "               | 4                                   | 3                 | 3                    |                           |                   | 1                  |       | 60/204 Frags .60<br>12/500 " 3.00    |               |                  |               |                                      |  |                |           |                    |
| "       | 1330             | "               | Bridge V-462529<br>Bridge V-455537 | 1415                                   | 2115                   |   | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 138/204 Frags 1.38<br>28/500 " 7.00  |               |                  | 21:00         |                                      |  |                |           |                    |
| "       | 1415             | "               | Bridge V-462529                    | 1600                                   | 2125                   | 2000  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " 1.00   |               |                  |               |                                      |  |                |           |                    |
| "       | 1420             | "               | Base V-445716                      | 1500                                   | 2140                   | 1000  | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 80/204 Frags .80<br>16/500 " 4.00    |               |                  |               |                                      |  |                |           |                    |
| "       | 1455             | "               | Troops V-372760                    | 1540                                   | 2100                   | 1000  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " 1.00   |               |                  |               |                                      |  |                |           |                    |

SECRET

SECRET

1st TAC Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1335 DATE 19 10 1960

| MISSION |                   |                 | OBJECTIVE                          | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                      |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|------------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE           | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                      |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                                    |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                                  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                   | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 324     | 1220              | Dive Bomb       | Bridge V-460535, V-460930          | 1332                                    | 2120                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " " 1.00 |               |                     |               |                                       |   |                |           |                    |
| "       | 1345              | "               | Base V-465728                      |   | 2105                   |  | "               | 4                                   | 3                 | 3                    |                           |                   | 1                  |       | 60/204 Frags .60<br>12/500 " 3.00    |               |                     |               |                                       |   |                |           |                    |
| "       | 1330              | "               | Bridge V-462529<br>Bridge V-455537 | 1415                                    | 2115                   |  | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 138/204 Frags 1.38<br>28/500 " 7.00  |               |                     |               |                                       |   |                |           |                    |
| "       | 1415              | "               | Bridge V-462529                    | 1600                                    | 2125                   | 2000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " 1.00   |               |                     |               |                                       |   |                |           |                    |
| "       | 1420              | "               | Base V-468716                      | 1500                                    | 1140                   | 1000   | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 80/204 Frags .80<br>16/500 " 4.00    |               |                     |               |                                       |   |                |           |                    |
| "       | 1455              | "               | Base V-378760                      | 1540                                    | 2100                   | 1000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/204 Frags 1.60<br>8/260 " 1.00   |               |                     |               |                                       |   |                |           |                    |

SECRET



| NINTH AIR FORCE                               |               | SECRET              |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   | SECRET                  |                  |        |         |                   |                  |
|---|---------------|---------------------|--|--|--------------------|-----------|--------------------|---------|-------------------|--------------------|------------------|----------------|-----------|---------|-----------------|-------------------|-------------------------|------------------|--------|---------|-------------------|------------------|
| ATIONS REPORT FORM 34                         |               | Page 2 of 7         |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   | AUTH. <u>CO, 64-100</u> |                  |        |         |                   |                  |
| ATION NO. <u>1335</u> DATE <u>19 Dec 1944</u> |               |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   | DATE <u>19 Dec 1944</u> |                  |        |         |                   |                  |
|   |               | ENEMY RESISTANCE    |  |  | RESULTS OF MISSION |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        | REMARKS |                   |                  |
| BBS ON<br>TARGET                              | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES       |           |                    |         | TOTAL U.S. LOSSES | LOSSES BY<br>CAUSE |                  |                |           |         | CREW<br>MEMBERS | DEGREE OF SUCCESS |                         |                  |        |         |                   |                  |
|   |               |                     |  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED |                   | FLAK               | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN |                 |                   |                         | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
|   | TOTAL TONNAGE | AMMUNITION EXPENDED |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
|   | 17            | 18                  | 19                                       | 20   | 21                 | 22        | 23                 | 24      | 25                | 26                 | 27               | 28             | 29        | 30      | 31              | 32                | 33                      | 34               | 35     | 36      | 37                | 38               |
| 1   | 1.60          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 | 1 B<br>FLAK       |                         |                  |        |         |                   |                  |
| 2   | 1.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 3   | .60           |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 4   | 3.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 5   | 1.34          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 6   | 7.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 7   | 1.60          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 8   | 1.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 9   | .80           |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 10  | 4.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |
| 11  | 1.60          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 | 1 R<br>FLAK       |                         |                  |        |         |                   |                  |
| 12  | 1.00          |                     |  |  |                    |           |                    |         |                   |                    |                  |                |           |         |                 |                   |                         |                  |        |         |                   |                  |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1375 DATE 12-1-54

**SECRET**

H AIR FORCE  
REPORT FORM 34  
NO 1378 DATE 10-1-64

SECRET

Page 3 of 7

SECRET

AUTH. CO, 1st AF  
DATE 3 Dec 64  
INIT. MSB

| AMMO.               |                | ENEMY RESISTANCE                     |  | RESULTS OF MISSION |           |                    |         |                   |                 |                  |                |           |              |                  |        |         |                   | REMARKS |                   |  |
|---------------------|----------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|---------|-------------------|--|
| AMMUNITION EXPENDED | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES       |           |                    |         | TOTAL U.S. LOSSES | LOSSES BY CAUSE |                  |                |           | CREW MEMBERS |                  |        |         | DEGREE OF SUCCESS |         |                   |  |
|                     |                |                                      |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED |                   | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING |                   |         | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY   |
| 18                  | 19             | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27              | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36      | 37                | 38   |
| 2000<br>500         | 1ST BATT<br>AC |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |              |                  |        |         |                   |         | Good              | 7-0-0<br>13-0-1<br>31-0-65<br>1-0-1<br>6-0-0<br>15-0-11<br>5<br>4-0-13 |
|                     | 1ST BATT<br>AC |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |              | 1 AC<br>FLAK     |        |         |                   |         | Good              | Radio Station 1-0-0<br>Towers 1-0-0                                    |
|                     | 1ST BATT<br>AC |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |              |                  |        |         |                   |         | Unsuccessful      |  |
|                     | 1ST BATT<br>AC |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |              |                  |        |         |                   |         |                   |  |
|                     | 1ST BATT<br>AC |                                      |  |                    |           |                    |         |                   |                 |                  |                |           |              |                  |        |         |                   |         |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Taw Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 3344 DATE 13 Dec 1944

| SECRET  |                  |                 |   |   |                        |  |                 |                                     |                   | NINTH AIR FORCE<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 1229 DATE 12 Jan 1945 |                           |                   |                    |       |                       |               |                  |                 |                                       |   |                |           |                    |
|---------|------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|---|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|-----------------|---------------------------------------|---|----------------|-----------|--------------------|
| MISSION |                  |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |   |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                 |                                       | ENEMY LOS                                 |                |           |                    |
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |   | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOS      |           |                    |
|         |                  |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING  | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                 |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11  | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19              | 20                                    | 21  | 22             | 23        | 24                 |
| 371     | 1315             | Dive Bomb       | V-7564 Near River   | 1445<br>1500                            | 2117                   |  | F-47            | 8                                   | 8                 | 8   |                           |                   |                    |       | 16/500 G,             | 1.00          |                  |                 |                                       |   |                |           |                    |
| "       | 1353             | "               | Encampments at V-5446   | 1430                                    | 1012                   |  | "               | 8                                   | 8                 | 8   |                           |                   |                    |       | 16/500 G,             | 4.00          | 270/.50s         |                 |                                       |   |                |           |                    |
| "       | 1405             | "               | Supply Train at V-6186, Bridge at V-610-41                      | 1440                                    | 2100                   | 6000   | "               | 8                                   | 8                 | 8   |                           |                   |                    |       | 14/500 G,<br>2/500 "  | 3.50<br>.50   | 3220/.50s        | 1WT 1FF<br>1TAC |                                       |   |                |           |                    |
| "       | 1455             | "               | Barracks & Supplies V-853-55 & V-856-748, Canal Locks at V-8125 | 1545<br>1640                            | 1030                   | 6000   | "               | 16                                  | 14                | 14  | 1                         |                   |                    | 1     | 15/500 G-<br>1 50 "   | 3.75<br>.25   | 7340/.50s        | 1WT-MFF<br>AG   |                                       |   |                |           |                    |
| 5011    | 0750             | "               | San Chung Area  |   | 1124                   |  | "               | 7                                   | 7                 | 7   |                           |                   |                    |       | 12/500 G,             | 3.0           | 5912/.50s        |                 |                                       |   |                |           |                    |
| "       | 0819             | "               | H/T at G-5057 & G-7272  |   | 1156                   |  | "               | 8                                   | 8                 | 8   |                           |                   |                    |       | 12/500 G,             | 3.00          | 5905/.50s        |                 |                                       |   |                |           |                    |
| "       | 0831             | "               | Bridge at G-55178 Train at G-852170 & G-756180                  |   | 1131                   |  | "               | 8                                   | 8                 | 8   |                           |                   |                    |       | 12/500 G,             | 3.00          | 5905/.50s        |                 |                                       |   |                |           |                    |

SECRET

| NINTH AIR FORCE<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. <u>444</u> DATE <u>12 Nov 1944</u> |               |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   | SECRET  |                   | SECRET  |  |
|--|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|---------|-------------------|---|--|
| BOMBS ON TARGET  |               | AMMO.               | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   | REMARKS |                   |   |  |
| NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         | DEGREE OF SUCCESS |         |                   |   |  |
|  |               |                     |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING |                   |         | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY  |  |
| 16   | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36      | 37                | 38  |  |
| 500 lb   | 1.00          |                     |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | Fair              | Roads out 1   |  |
| 500 lb   | 4.00          | 274/.500            |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | .                 | Factories & Bldgs 0-1-2                                 |  |
| 500 lb   | 1.50          | 3220/.500           | INT LFF          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | Good              | RR Cars 2-0-0<br>Factories & Bldgs 1-0-0<br>Railroads 2 |  |
| 500 lb   | .70           | .500                | INT LFF          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         |                   |   |  |
| 500 lb   | 3.75          | 7340/.500           | INT MFF          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         |                   | Troop Concentration attacked 1.                         |  |
| 500 lb   | .25           | .500                | AG               |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         |                   |   |  |
| 500 lb   | 3.0           | 5912/.500           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | .                 |   |  |
| 500 lb   | 3.00          | 5905/.500           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | .                 |   |  |
| 500 lb   | 3.00          | 5905/.500           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |         | Good to Poor      |   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Ind Air Force (Trop.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1000 DATE 10-10-60

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |                    |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25 |
| 50th    | 0012              | Dive Bomb       | A/S at Kerting at 1000   |   | 11:00                  |  | B-27            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.00          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 0353              | "               | 1st LPT at 1000          |   | 11:00                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.00          | 5005/.50            |               |                                       |   |                |           |                    |    |
| "       | 1006              | "               | 1st LPT at 1000          |   | 11:06                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.00          | 5005/.50            |               |                                       |   |                |           |                    |    |
| "       | 1043              | "               | 1st LPT at 1000          |   | 11:12                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.00          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 1115              | "               | 1st LPT at 1000          |   | 11:21                  |  | "               | 5                                   | 5                 | 5                    |                           |                   |                    |       | 12/500 lb             | 3.00          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 1133              | "               | 1st LPT at 1000          |   | 11:29                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.50          | 5005/.50            |               |                                       |   |                |           |                    |    |
| "       | 1210              | "               | 1st LPT at 1000          |   | 11:48                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 10/500 lb             | 2.00          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 1252              | "               | 1st LPT at 1000          |   | 11:55                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 lb             | 3.50          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 1308              | "               | 1st LPT at 1000          |   | 21:08                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 9/500 lb              | 2.25          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |
| "       | 1341              | "               | 1st LPT at 1000          |   | 21:40                  |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8/500 lb              | 2.00          | 5005/.50            | 1st LPT       |                                       |   |                |           |                    |    |

SECRET



NINTH AIR FORCE  
 ON REPORT FORM 34  
 NO. 1005 DATE 10 Nov 1944

SECRET

Page 5 of 7

SECRET

AUTH: 60-264-800

DATE 3 Dec 1944

INIT. [Signature]

|               |                     | ENEMY RESISTANCE |  |  | RESULTS OF MISSION |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | REMARKS           |    |
|---------------|---------------------|------------------|--|--|--------------------|-----------|--------------------|---------|------|-------------------|--------------------|----------------|-----------|---------|------------------|-----------------|---------|-------------------|------------------|-------------------|----|
| ON<br>SET     | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | ENEMY LOSSES       |           |                    |         |      | TOTAL U.S. LOSSES | LOSSES BY<br>CAUSE |                |           |         |                  | CREW<br>MEMBERS |         |                   |                  | DEGREE OF SUCCESS |    |
| TOTAL TONNAGE | AMMUNITION EXPENDED |                  |  |  | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | FLAK |                   | FLAK & ENEMY A/C   | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED          | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                   |    |
| 17            | 18                  | 19               | 20                                       | 21   | 22                 | 23        | 24                 | 25      | 26   | 27                | 28                 | 29             | 30        | 31      | 32               | 33              | 34      | 35                | 36               | 37                | 38 |
| 3.00          | 5005/<br>.500       | INT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Good              |    |
| 3.00          | 5005/<br>.500       |                  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  |                   |    |
| 3.00          | 5005/<br>.500       |                  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Unclassified      |    |
| 3.00          | 5005/<br>.500       | NOT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Good              |    |
| 3.00          | 5005/<br>.500       | NOT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Fair              |    |
| 3.50          | 5005/<br>.500       |                  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Good              |    |
| 2.50          | 5005/<br>.500       | NOT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Excellent         |    |
| 3.50          | 5005/<br>.500       | NOT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  | Good              |    |
| 2.25          | 5005/<br>.500       | NOT LFF<br>THAC  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  |                   |    |
| 2.00          | 5005/<br>.500       |                  |  |  |                    |           |                    |         |      |                   |                    |                |           |         |                  |                 |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st TAC Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 1235 DATE 19 Nov. 1964

| MISSION |                   |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |           |                    |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                            | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50th    | 1415              | Dive Bomb       | Bridge at Q-705157                                  |   | 1445                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 60             | 3.00          | 5905/.50e        | 1ST LFT ACC   |                                       |   |                |           |                    |
| "       | 1445              | "               | LA Tunnel at -545147                                |   | 1456                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 1/500 20              | 3.00          | 5905/.50e        | 1ST LFT ACC   |                                       |   |                |           |                    |
| "       | 1513              | "               | Ambo - base at -555178                              |   | 1426                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/500 60             | 3.00          | 5905/.50e        | 1ST LFT ACC   |                                       |   |                |           |                    |
| "       | 1548              | "               | Large Concentration of Troops & Vehicles at -555188 |   | 1403                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 7/500 60              | 1.75          | 5905/.50e        | 1ST LFT ACC   |                                       |   |                |           |                    |
| "       | 1611              | "               | Bridge at V-612860                                  |   | 1471                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 6/500 60              | 1.50          | 5905/.50e        | 1ST LFT INACC |                                       |   |                |           |                    |

SECRET



NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO 2335 DATE 19 Dec. 1944

SECRET

Page 6 of 7

SECRET

AUTH.                     DATE                     INIT.                     

| BOMBS ON TARGET       |               |                     | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   | REMARKS           |           |  |
|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|-------------------|-----------|--|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         |                   | DEGREE OF SUCCESS |           |  |
|                       |               | AMMUNITION EXPENDED |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY |                   |           | WOUNDED SLIGHTLY   |
| 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36                | 37        | 38   |
| 2/500 lb              | 3.00          | 5905/.500           | 1ST LPT AGC      |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                   | Peer      |  |
| 2/500 lb              | 3.00          | 5905/.500           | 1ST LPT AGC      |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                   | Excellent |  |
| 2/500 lb              | 3.00          | 5905/.500           | 1ST LPT AGC      |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                   | Good      |  |
| 1/500 lb              | 1.75          | 5905/.500           | 1ST LPT AGC      |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                   | Excellent |  |
| 1/500 lb              | 1.50          | 5905/.500           | 1ST LPT AGC      |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                   | Peer      | Losses 3-0-0<br>RR Cars 33-0-23<br>Bldgs 41-0-7<br>HT 0-0-2<br>H/T 73-2-6<br>EDV 12-0-1<br>Males 4-0-0<br>Railroads 3<br>Auto. Veh 1-0-0 |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st USAF Air Force (rev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1235 DATE 10 Nov 1941

| MISSION |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                        |               |                    | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |
|---------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|------------------------|---------------|--------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                         | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET        |               | AMMO.              | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSS     |           |                    |
|         |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE |                    |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                     | 17            | 18                 | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 372     | 0759              | Area Bomb       | Supply Dump at V-11869                           | 0845                                    | 1142                   | 3000   | P47             | 7                                   | 7                 | 6                    |                           |                   | 1                  |       | 12/500 Gs              | 1.00          | 1805/.50s          | 1st BFF 1st AG   |                                       |   |                |           |                    |
| "       | 0825              | Dive Bomb       | G/ V-1177488                                     | 0850                                    | 1145                   | 3000   | "               | 6                                   | 6                 | 6                    |                           |                   |                    |       | 16/500 Gs              | 4.00          | 1111/.50s          |                  |                                       |   |                |           |                    |
| "       | 0850              | "               | RA Underway at V-4661, Ring F. of RT at V-416872 | 0940                                    | 1152                   |  | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 10/500 Gs<br>2/500 "   | 3.00<br>.50   | 5270/.50s          | 1st BFF 1st AG   |                                       |   |                |           |                    |
| "       | 0858              | "               | Supply Dump at V-404761                          | 0915<br>0920                            | 1133                   | 3000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gs              | 4.00          | 5730/.50s          | 1st BFF 1st AG   |                                       |   |                |           |                    |
| "       | 0955              | "               | G/ V-118210 A V-405821                           | 1030                                    | 1150                   | 3500   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 Gs              | 4.00          | 3844/.50s          |                  |                                       |   |                |           |                    |
| "       | 1011              | "               | 2 Reservoirs at V-411784                         | 1045                                    | 2104                   | 4000   | "               | 6                                   | 7                 | 7                    |                           |                   | 1                  |       | 14/500 Gs              | 3.50          | 9060/.50s          |                  |                                       |   |                |           |                    |
| "       | 1104              | "               | Wooded area at V-420535                          | 1150<br>1205                            | 1135                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14/500 Gs              | 3.50          | 10401/.50s         |                  |                                       |   |                |           |                    |
| "       | 1218              | "               | Town at V-447575                                 | 1330<br>1325                            | 1143<br>1152           | 2000   | "               | 8<br>8                              | 8<br>7            | 8<br>7               |                           |                   | 1                  |       | 16/500 Gs<br>14/500 Gs | 4.00<br>3.50  | 8205/<br>1890/.50s |                  |                                       |   |                |           |                    |
| "       | 1243              | "               | Supply Dump & Warehouse at V-536685              |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                        |               |                    |                  |                                       |   |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 3735 DATE 19 May 1961

SECRET

Page 7 of 7

SECRET

AUTH. CE, 7600-100DATE 1 May 1961INIT. FOR

| POWER |                        |               | ENEMY RESISTANCE       |                |                                      | RESULTS OF MISSION                       |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        | REMARKS |                   |                   |  |
|-------|------------------------|---------------|------------------------|----------------|--------------------------------------|--|--------------|----------------|-----------|--------------------|-------------------|-----------------|------|------------------|----------------|-----------|------------------|--------------|--------|---------|-------------------|-------------------|--|
| OTHER | BOMBS ON TARGET        |               | AMMO.                  | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES |                |           |                    | TOTAL U.S. LOSSES | LOSSES BY CAUSE |      |                  |                |           | AIRCRAFT DAMAGED | CREW MEMBERS |        |         |                   | DEGREE OF SUCCESS |  |
|       | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE |                        |                |                                      |  | EXPENDED     | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                   | DAMAGED         | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                  | UNKNOWN      | KILLED | MISSING | WOUNDED SERIOUSLY |                   |  |
| 15    | 16                     | 17            | 18                     | 19             | 20                                   | 21                                       | 22           | 23             | 24        | 25                 | 26                | 27              | 28   | 29               | 30             | 31        | 32               | 33           | 34     | 35      | 36                | 37                | 38   |
|       | 12/500 00              | 1.00          | 1805/.500              | 1st 877 1st AC |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Good              |  |
|       | 16/500 00              | 4.00          | 1811/.500              |                |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Fair              | 6/P 1-0                                    |
|       | 12/500 00<br>2/500 "   | 3.00<br>.50   | 5270/.500              | 1st 877 1st AC |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | "                 | 1st 877 1st AC<br>Att'd Vch & Tanks 0-0-3  |
|       | 16/500 00              | 4.00          | 5730/.500              | 1st 877 1st AC |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Unobserved        |  |
|       | 16/500 00              | 4.00          | 1811/.500              |                |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Good              | 6/P 2-0-0                                  |
|       | 14/500 00              | 3.50          | 5060/.500              |                |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | "                 | Blaze 0-0-3                                |
|       | 14/500 00              | 3.50          | 1811/.500              |                |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Unobserved        | Troop Concentration attacked 1             |
|       | 16/500 00<br>14/500 00 | 4.00<br>3.50  | 8205/.500<br>5890/.500 |                |                                      |  |              |                |           |                    |                   |                 |      |                  |                |           |                  |              |        |         |                   | Good              | Explosion 3-0-3<br>Att'd Vch & Tanks 0-0-2 |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st 2nd Air Force (Rev. 1)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1342 DATE 19 Nov. 1944

| MISSION |                   |                   | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |               |
|---------|-------------------|-------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|         |                   |                   |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |                  |               |                                       |   |                |           |                    | TOTAL TONNAGE |
| 1       | 2                 | 3                 | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17               | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24            |
| 415     | 1700              | Night Area Patrol | Earlsruhe, Germany       |   |                        |  | Bomb Pdr        | 7                                   | 5                 | 5                    |                           |                   |                    | 2               |                       |                  | 6250/         | INT 177                               |   |                |           |                    |               |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1341 DATE 19 Mar. 1944

SECRET

Page 1 of 1

SECRET

AUTH. CG, 20th AGC

DATE 3 Dec. 1944

INIT. 128

| BOMBS ON TARGET       |               |                       | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |           |              |                  |        | REMARKS |                   |    |                   |  |
|-----------------------|---------------|-----------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|----|-------------------|--|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED   | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         | DEGREE OF SUCCESS |    |                   |  |
|                       |               |                       |                  |                                      |  | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING |                   |    | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY   |
| 16                    | 17            | 18                    | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36 | 37                | 38   |
|                       |               | 62401<br>3301<br>2100 | INT LFF<br>A2    |                                      |  |                |           |                    |         |                   |      |                  |                |           |              | 1 B<br>FLAK      |        |         |                   |    |                   | Unaccounted<br>Losses 2-7-44<br>-11 Core 3-1-44<br>-17 9-10-44 |

SECRET

W. C. BALL II  
Captain, Air Corps  
Operations Officer

THIS PAGE IS UNCLASSIFIED

SECRET

1st National Air Force (1st AF)

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

Page

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |   |                      |                 | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---|----------------------|-----------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                         |                      | AMMO.           | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSS     |           |                    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                   | TOTAL TONNAGE        |                 |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                      | 17                   | 18              | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 30      | 0930              | " "             | Supply depot<br>V-405746 | 1000                                    | 2115                   | 2000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/20-8000<br>5/5000 GP<br>5/7500 8000 | 1.60<br>1.25<br>1.75 | 1 200/<br>1 200 |                  |                                       |   |                |           |                    |
| "       | 0930              | " "             | Supply depot<br>V-405746 | 1000                                    | 2115                   | 2000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/20-8000<br>5/5000 GP<br>5/7500 8000 | 1.60<br>1.25<br>1.75 |                 |                  |                                       |   |                |           |                    |
| "       | 0945              | " "             | Supply depot<br>V-405746 | 1005                                    | 1115                   | 1000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 160/20-8000<br>6/5000 GP<br>6/7500 8000 | 1.60<br>1.40<br>2.25 |                 |                  |                                       |   |                |           |                    |
| "       | 1100              | " "             | Supply depot<br>V-405746 |   | 1115                   |  | F-47            | 8                                   |                   |                      | 8                         |                   |                    |       |   |                      |                 |                  |                                       |   |                |           |                    |
| 50      | 0947              | " "             | Supply depot<br>0968274  |   | 0947                   |  | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/5000 GP                              | 7.00                 | 100/10/<br>5000 |                  |                                       |   |                |           |                    |
| 50      | 0806              | " "             | Marked target            |   | 1145                   |  | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/5000 GP                              | 7.00                 |                 |                  |                                       |   |                |           |                    |
| 50      | 0841              | " "             | Supply depot<br>0968274  |   | 1148                   |  | F-47            | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 10/5000 GP                              | 2.50                 |                 | Int/RTD<br>400   |                                       |   |                |           |                    |
| 50      | 0915              | " "             | Supply depot             |   | 0947                   |  | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/5000 GP                              | 3.00                 |                 |                  |                                       |   |                |           |                    |

SECRET



NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

Page 1 of 2

**SECRET**

~~SECRET~~

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

| BOMBS ON TARGET       |               |                     | ENEMY RESISTANCE |                                       |   | RESULTS OF MISSION |           |                    |         |                   |                 |                  |                |           |         |                  |              |         | REMARKS           |                  |                   |    |
|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|--------------------|-----------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|---------|------------------|--------------|---------|-------------------|------------------|-------------------|----|
| NUMBER, TYPE & WEIGHT |               | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | TOTAL U.S. LOSSES | LOSSES BY CAUSE |                  |                |           |         | AIRCRAFT DAMAGED | CREW MEMBERS |         |                   |                  | DEGREE OF SUCCESS |    |
|                       | TOTAL TONNAGE | AMMUNITION EXPENDED |                  |                                       |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED |                   | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN |                  | KILLED       | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                   |    |
| 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22                 | 23        | 24                 | 25      | 26                | 27              | 28               | 29             | 30        | 31      | 32               | 33           | 34      | 35                | 36               | 37                | 38 |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  | 1.50/500 GP         |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         | 1/20 basic       |              |         |                   |                  | Unobserved        |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   |                    |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |
| 1/20#8000<br>500 GP   | 1.50<br>1.75  |                     |                  |                                       |   | </                 |           |                    |         |                   |                 |                  |                |           |         |                  |              |         |                   |                  |                   |    |

**SECRET**

INFORMATION DAY ON THE BUDGET OF 1990

THIS PAGE IS UNCLASSIFIED

SECRET

1st Tactical Air Force (Provisional)

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. DATE

| MISSION |                  | OBJECTIVE       | OPER. FACTORS             |   |                        | ATTACKING POWER                              |             |                                     |                   |                      |                           |                   |                    |       |                       | ENEMY RESISTANCE |       |               | ENEMY LOSSES                          |   |                |           |                    |
|---------|------------------|-----------------|---------------------------|---|------------------------|--|-------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|-------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT    |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                 |                           |   |                        |  | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    |       |               |                                       |   |                |           |                    |
| 1       | 2                | 3               | 4                         | 5                                       | 6                      | 7  | 8           | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17               | 18    | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 7.      |                  | Attack on port  | Target 101<br>U769741     | 0800                                    | 1100                   | 10000  | F-47        | 6                                   | 6                 | 6                    |                           |                   |                    |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |
| "       | 0800             | "               | Village 1028725           | 0900                                    | 2100                   | 10000  | F-47        | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |
| "       | 0840             | "               | Target 101-76             | 0930                                    | 1100                   |  | F-47        | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |
| "       | 0930             | "               | Base 101-76               | 1000                                    | 1100                   |  | F-47        | 7                                   | 7                 | 7                    |                           |                   |                    |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |
| "       | 0900             | "               | U/S 101-76<br>Base 101-76 | 1000                                    | 1100                   |  | F-47        | 6                                   | 7                 | 7                    | 1                         |                   |                    |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |
| "       | 1020             | "               | Bridge 101-76             | 1045                                    | 1110                   |  | F-47        | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12/1000 GP            | 1.50             |       |               |                                       |   |                |           |                    |

SECRET



Page 2 of 2

~~SECRET~~

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

THIS PAGE IS UNCLASSIFIED

\*\*\*\*\*

SECRET

1st Tactical Air Force (Provisional)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 100 DATE 20 Nov 1944

| MISSION |                   |                 | OB'ECTIVE                                 | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |       |               | ENEMY LO                              |   |                |           |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|-------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               |                     | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |       |               |                                       |   |                |           |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19    | 20            | 21                                    | 22  | 23             |           |
| 111     | 0800              | Tac Recon       | Zabara, Molsheim, Schirack, W. railway    | 0840                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |       |               |                                       |   |                |           |
| "       | 0830              | "               | Reppoltsweiler, Colmar, Mulhouse, Belfort | 0845                                    | 1:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |       |               |                                       |   |                |           |

SECRET

THIS PAGE IS UNCLASSIFIED

~~SECRET~~

AUTH ~~CO 2015 000~~  
DATE ~~1 20 1944~~  
INIT.

Page 1 of 1

THIS PAGE IS UNCLASSIFIED

**SECRET**

COMMUNIST PARTY, USA (CPUSA)

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34

1st Tactical Air Force (Provisional)

OPERATION NO. 1006 DATE 20 Nov 1944

| MISSION |                   | OBJECTIVE       | OPER. FACTORS   |   |                        |  | ATTACKING POWER |   |    |    |                           |    |    |                 |    |       | ENEMY RESISTANCE |                                       |   | ENEMY |                |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|---|----|----|---------------------------|----|----|-----------------|----|-------|------------------|---------------------------------------|---|-------|----------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                                    | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |   |    |    | REASONS A/C NOT ATTACKING |    |    | BOMBS ON TARGET |    | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |       | LOSSES BY TYPE |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9 | 10 | 11 | 12                        | 13 | 14 | 15              | 16 | 17    | 18               | 19                                    | 20  | 21    | 22             |
| 162     | 0800              | 1st Recon       | Allertourt, Verbruck<br>Melsholz, Schlestadt<br>Pfullen     | 0806                                    | 1105                   |  | F-5             | 2 | 2  | 2  |                           |    |    |                 |    |       |                  |                                       |   |       |                |
| •       | 0810              | •               | Relestat, Freiburg.<br>Emmel, Am. Breunach,<br>Relestat     | 0825                                    | 1110                   |  | F-5             | 2 | 2  | 2  |                           |    |    |                 |    |       |                  | Ref/MTZ<br>1110                       |   |       |                |
| •       | 0830              | •               | Isenweiler, ... crake<br>Schlestadt                         | 0910                                    | 2155                   |  | F-5             | 2 | 2  | 2  |                           |    |    |                 |    |       |                  |                                       |   |       |                |
| •       | 1000              | •               | Allertourt, Ver-<br>bruck, Melsholz,<br>Schlestadt, Pfullen | 1010                                    | 1100                   |  | F-5             | 2 | 2  | 2  |                           |    |    |                 |    |       |                  |                                       |   |       |                |

SECRET

SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1946 DATE 20 May 1946

AUTH 6-10-46  
DATE 7 May 1946  
INIT.

| POWER          |    |                       |    | ENEMY RESISTANCE |                     | RESULTS OF MISSION |   |   |                |           |                    |         |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |  |
|----------------|----|-----------------------|----|------------------|---------------------|--------------------|---|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|--|
| A/C<br>MARKING |    | BOMBS ON<br>TARGET    |    | AMMO.            |                     |                    | ENEMY LOSSES                            |   |                |           | LOSSES BY<br>CAUSE |         |                   |      | CREW<br>MEMBERS  |                |           |         |                  |         |         |                   |                  |                   |  |
| OTHER          |    | NUMBER, TYPE & WEIGHT |    | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 15             | 16 | 17                    | 18 | 19               | 20                  | 21                 | 22                                      | 23  | 24             | 25        | 26                 | 27      | 28                | 29   | 30               | 31             | 32        | 33      | 34               | 35      | 36      | 37                | 38               |                   |  |
|                |    |                       |    |                  |                     |                    |   |   |                |           |                    |         |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1177 DATE 20 SEP 1944

1st Tactical Air Force (Provisional)

| MISSION |                  |                     | OBJECTIVE   | OPER. FACTORS                          |                        |   | ATTACKING POWER  |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE                  |               |                                      | ENEMY LOSS                               |                |           |
|---------|------------------|---------------------|---|--|------------------------|---|------------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-----------------------------------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT         |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                             | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
|         |                  |                     |   |  |                        |   | TYPE, MODEL      | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                                   |               |                                      |  |                |           |
| 1       | 2                | 3                   | 4   | 5                                      | 6                      | 7   | 8                | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                                | 19            | 20                                   | 21                                       | 22             | 23        |
| 415     | 1705             | night in-<br>truder | Strasbourg, Metz-<br>Lauterbourg, Karlsruhe,<br>Wendelsheim,<br>Schlitz |  | 2:25                   |   | beau-<br>fighter | 8                                   | 8                 | 7                    |                           |                   |                    | 1     |                       |               | 71.0/<br>71.0 cal<br>200/<br>21.0 |               | 1 BE<br>410                          |  | MELO           | 0         |

SECRET



**SECRET**

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

AUTH 62-107-539  
DATE 7 DEC 1964  
INIT. \_\_\_\_\_

| POWER  |                       | BOMBS ON TARGET |                        | AMMO.         | ENEMY RESISTANCE                      |   | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         | REMARKS           |  |  |
|--|-----------------------|-----------------|------------------------|---------------|---------------------------------------|---|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|----|---------|-------------------|--|--|
| OTHER  | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE   | AMMUNITION EXPENDED    | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |    |         |                   |  |  |
|  |                       |                 |                        |               |                                       |   | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |    | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY                                 |  |
| 5  | 16                    | 17              | 18                     | 19            | 20                                    | 21  | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35 | 36      | 37                | 38   |  |
| 1  |                       |                 | 1000/<br>2000/<br>2000 |               | 1000<br>400                           |   | 1000               | 0         | 0                  | 1       |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | 1000<br>1000-00; 1000-00;<br>supply camp 1000-00 |  |
| <div>A. C. B. 11<br/>Captain, Air Corps<br/>Operations Officer</div> |                       |                 |                        |               |                                       |   |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |  |  |

THIS PAGE IS UNCLASSIFIED

**SECRET**

A. C. Hall II  
Captain, Air Corps  
Operations Officer

SECRET

1st Fan Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1355 DATE 21 Nov. 1944

| MISSION |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       |               | ENEMY LOSSES                          |   |                |           |                    |               |  |
|---------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|--|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |  |
|         |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |               |                                       |   |                |           |                    | TOTAL TONNAGE |  |
| 1       | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24            |  |
| 112     | 1045              | See 104         |  | 1400                                    | 1:05                   |  | P-51            | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |  |
| 142     | 1115              | See 108         | See 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000 |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |  |

SECRET



NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1195 DATE 21 Nov. 1944

SECRET

Page 1 of 1

SECRET

AUTH. 68. 100 100  
DATE 1. 1. 1945  
INIT. YES

REMARKS

| BOMBS ON TARGET       |               |                     | AMMO.         |                                       | ENEMY RESISTANCE                          |                | RESULTS OF MISSION |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |                   |        |         |                   |                  |
|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|--------------------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|-------------------|--------|---------|-------------------|------------------|
| NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |                    |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         | DEGREE OF SUCCESS |        |         |                   |                  |
|                       |               |                     |               |                                       |   | LOSSES BY TYPE | DESTROYED          | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED |         |                   | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23                 | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34                | 35     | 36      | 37                | 38               |
|                       |               |                     |               |                                       |   |                |                    |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1151 DATE 21 Dec 1944

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 371     | 1:00              | Strategic       | W. of Berlin             | 1:00                                    | 1:50                   |  | B-24            | 8                                   | 8                 |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| "       | 1:05              | Strategic       | W. of Berlin             | 1:05                                    | 1:50                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 lb             | 16.00         | 11960/           |               |                                       |   |                |           |                    |
| "       | 1:15              | Dive Bomb       | W. of Berlin             | 1:15                                    | 1:50                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 lb             | 16.00         |                  |               |                                       |   |                |           |                    |
| "       | 1:20              | "               | W. of Berlin             | 1:20                                    | 1:50                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 lb             | 16.00         |                  |               |                                       |   |                |           |                    |
| "       | 1:25              | "               | W. of Berlin             | 1:25                                    | 1:50                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 lb             | 16.00         | 11960/           |               |                                       |   |                |           |                    |
| "       | 1:30              | "               | W. of Berlin             | 1:30                                    | 1:50                   |  | "               | 7                                   | 7                 |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

SECRET

SECRET

NINTH AIR - FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1181 DATE 21 Nov. 1944

Page 1 of 3

AUTH.                       
DATE 8 Dec. 1944  
INIT.                     

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               |                     | RESULTS OF MISSION |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |                            |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|----------------------------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |                    |                                      |  | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |                            |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                            |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38                         |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | No Attack Bombs Jettisoned |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,440              |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | 10/500 lb 1                |
|                       |                    |       | 10/500 lb             | 1.00          | 11,4                |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |                            |

SECRET

1st Ssg Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1-10 DATE 1-10-50

| MISSION |                  |                  | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |  |                              | ENEMY RESISTANCE |               |                                      |  | ENEMY LO       |           |
|---------|------------------|------------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--|------------------------------|------------------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION  | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                              |                              | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
|         |                  |                  |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                        | TOTAL TONNAGE                |                  |               |                                      |  |                |           |
| 1       | 2                | 3                | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16   | 17                           | 18               | 19            | 20                                   | 21                                       | 22             | 23        |
| 71      | 1350             | Red Sea? Red Sea | Unknown Target           | 1500                                   |                        | 16000                                       | P47             | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 G.                                    | 2.40                         |                  |               |                                      |  |                |           |
|         |                  |                  |                          | 1500                                   | 1135                   |   |                 | 7                                   | 7                 | 7                    |                           |                   |                    |       | 16/500 G.                                    | 2.30                         |                  |               |                                      |  |                |           |
| 158     | 1400             | Armed Bom        | Unknown Target           | 1500                                   | 1135                   |   |                 | 16                                  | 16                | 16                   |                           |                   |                    |       | 8/500 G.<br>7/500 G.<br>1/500 G.<br>8/500 G. | 2.30<br>2.30<br>2.30<br>2.30 | 16/500 G.        | 16/500 G.     |                                      |  |                |           |
|         | 1400             | Dive Bomb        | Unknown Target           | 1500                                   | 1135                   |   |                 | 5                                   | 5                 | 5                    |                           |                   |                    |       | 16/500 G.                                    | 2.40                         |                  |               |                                      |  |                |           |
|         | 1417             | Armed Bom        | Unknown Target           | 1500                                   | 1135                   |   |                 | 14                                  | 14                | 14                   |                           |                   |                    |       |  |                              |                  |               |                                      |  |                |           |
|         | 1417             | Armed Bom        | Unknown Target           | 1500                                   | 1135                   |   |                 | 15                                  | 15                | 15                   |                           |                   |                    |       |  |                              |                  |               |                                      |  |                |           |
|         | 1417             |                  | Unknown Target           | 1500                                   | 1135                   |   |                 | 15                                  | 15                | 15                   |                           |                   |                    |       |  |                              |                  |               |                                      |  |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 100 DATE 10/10/44

SECRET

Page 2 of 3

SECRET

AUTH.                       
DATE                       
INIT.                     

| POWER   |               |                     | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |                 |                  |                |           |                  |              |        | REMARKS |                   |                   |                  |    |
|---|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|------------------|--------------|--------|---------|-------------------|-------------------|------------------|----|
| BOMBS ON TARGET   |               | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         | TOTAL U.S. LOSSES | LOSSES BY CAUSE |                  |                |           | AIRCRAFT DAMAGED | CREW MEMBERS |        |         |                   | DEGREE OF SUCCESS |                  |    |
| NUMBER, TYPE & WEIGHT   | TOTAL TONNAGE | AMMUNITION EXPENDED |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |                   | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                  | UNKNOWN      | KILLED | MISSING | WOUNDED SERIOUSLY |                   | WOUNDED SLIGHTLY |    |
| 16  | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27              | 28               | 29             | 30        | 31               | 32           | 33     | 34      | 35                | 36                | 37               | 38 |
| 16/500 G.   | 2.40          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 12/500 G.   | 1.50          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 8/500 G.  | 1.20          | 16                  |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 1/500 G.  | 0.10          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 1/500 G.  | 0.10          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 1/500 G.  | 0.10          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| 10/500 G.   | 2.40          |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |
| <p>Unsuccessful bombs not located</p> <p>No Attack      Not'd due to fog.</p> <p>Not'd due to fog.</p> <p>4/1      15-0-0</p> <p>Target      6-0-1</p> <p>1st Zone      11-0-0</p> <p>Bridges      0-0-1</p> <p>Factories      0-0-1</p> <p>Buildings      5</p> <p>SE Area Carriers      2-0-0</p> |               |                     |                  |                                       |   |                |           |                    |         |                   |                 |                  |                |           |                  |              |        |         |                   |                   |                  |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 133 DATE 21-11-60

| MISSION     |                   | OBJECTIVE       | OPER. FACTORS            |   | ATTACKING POWER        |  |             |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       |               | ENEMY LOS                             |   |                |           |               |                     |
|-------------|-------------------|-----------------|--------------------------|---|------------------------|--|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|---------------|---------------------------------------|---|----------------|-----------|---------------|---------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |               |                     |
|             |                   |                 |                          |   |                        |  | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |               |                                       |   |                |           | TOTAL TONNAGE | AMMUNITION EXPENDED |
| 1           | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18            | 19                                    | 20  | 21             | 22        | 23            | 24                  |
| 32nd<br>Fgr | 1415              | Area Recon      | Area Recon               |   | 1415                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| "           | 1425              | "               | "                        |   | 1425                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| "           | 1430              | Area Recon      | Area Recon               |   | 1430                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| 50<br>Fgr   | 1435              | Area Recon      | Area Recon               |   | 1435                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       | 1000/1000     |                                       |   |                |           |               |                     |
| "           | 1440              | "               | "                        |   | 1440                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| "           | 1445              | "               | "                        |   | 1445                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| "           | 1450              | "               | "                        |   | 1450                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |
| "           | 1455              | "               | "                        |   | 1455                   |  |             | 1                                   | 1                 |                           |         |                   |                    |                 |                       |       |               |                                       |   |                |           |               |                     |

SECRET



**SECRET**

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

**P**

| POWER        |  |                       |               | ENEMY RESISTANCE    |                  |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   | REMARKS |         |                   |                  |
|--------------|--|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|---------|---------|-------------------|------------------|
| A/C SIGHTING |  | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |         |         |                   |                  |
| OTHER        |  | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |         | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 15           |  | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34                | 35      | 36      | 37                | 38               |
| 1            |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         | 1                 | 1    |                  |                |              |         |                  | 1 FLAK |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |
|              |  |                       |               | 1500/1000           |                  |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |         |         |                   |                  |

**SECRET**

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. DATE

| 1st Tactical Air Force (Provisional) |                  |                 | NINTH AIR FORCE                                       |  |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                      | OPERATIONS REPORT FORM 34                |                |           |                    |
|--------------------------------------|------------------|-----------------|---|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| MISSION                              |                  |                 | OBJECTIVE   | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSS                               |                |           |                    |
| GROUP                                | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                              | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO             | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                                      |                  |                 |   |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1                                    | 2                | 3               | 4   | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 111                                  | 0905             | Tac recd        | W. German border<br>Polshelm, trans-<br>sarg, Bruchth | 0820                                   |                        |   | F-6C            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |  |                |           |                    |

SECRET



NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH \_\_\_\_\_  
DATE 2017  
INIT. \_\_\_\_\_

| KING POWER            |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                       |                    |       |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR • FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. DATE 27 Nov 1954

1st Tactical Air Force (Provisional)

| MISSION |                   |                 | OB'ECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                       |               |               | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---------------------------------------|---------------|---------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                       |               | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                 | TOTAL TONNAGE |               |                  |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                    | 17            | 18            | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 75E     | 0745              | Armed Recon     | 3-4780-14-               | 0810                                    | 1:09                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       |                                       |               | 11/25/50 cal  |                  |                                       |   |                |           |                    |
| 72E     | 0815              | Live Bomb       | T/C V-574724             | 0845                                    | 1:19                   |  | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 18/260 frag 2 25<br>100/204 frag 1.00 | 2.25<br>1.00  | 15/200/50 cal |                  |                                       |   |                |           |                    |
| •       | 0840              | "               | "                        | 0840                                    | 0:40                   |  | P-47            | 12                                  |                   |                      | 12                        |                   |                    |       |                                       |               |               |                  |                                       |   |                |           |                    |
| 90      | 0745              | "               | 2-171654                 | 1:37                                    |                        |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 18/500 GP 4.50                        |               | 100/50 cal    | Med/137 Insec    |                                       |   |                |           |                    |
| •       | 0823              | "               | No target given          | 0825                                    |                        |  | P-47            | 11                                  |                   |                      | 11                        |                   |                    |       |                                       |               |               |                  |                                       |   |                |           |                    |
| •       | 0822              | "               | "                        | 0823                                    |                        |  | P-47            | 12                                  |                   |                      | 12                        |                   |                    |       |                                       |               |               |                  |                                       |   |                |           |                    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

NINTH AIR • FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

| KING POWER  |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |  |  |
|---|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|--|--|
| ASONS A/C. ATTACKING  |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |  |  |
| PERSONNEL FAILURE   | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |  |  |
| 14  | 15                 |       | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |  |  |
|   |                    |       | 18/260 frag           | 2.50          | 11/25/50 cal        |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |  |  |
|   |                    |       | 18/209 frag           | 1.50          | 15/25/50 cal        |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |  |  |
|   |                    |       | 18/500 GP             | 5.50          | 10/1/50 cal         | 20/1/50 cal   |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |  |  |
| <p>NO ATTACK</p> <p>AS 0-0-3; A/C 1-0-0;</p> <p>Decs 1-0-1; Flag 0-0-3</p> <p>NO ATTACK</p> |                    |       |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |  |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 149 DATE 27 Nov 1944

1st Tactical Air Force (Provisional)

Page 1

| MISSION |                  |                 | OBJECTIVE                                      | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                                | ENEMY LOSSES  |                                      |  |                |           |                    |
|---------|------------------|-----------------|--|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|--------------------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                       | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                          | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                 |  |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                                |               |                                      |  |                |           |                    |
| 1       | 2                | 3               | 4  | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                             | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 815     | 1705             | Flight area     | Luxville, China<br>Village, 1000 ft<br>barrier | 1920<br>0700                           |                        |   | Beau-<br>fleur  | 7                                   | 7                 | 6                    |                           |                   |                    | 1     |                       |               | 100/1<br>1700<br>100/1<br>1100 |               |                                      |  |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1 DATE 22 Nov 1944

SECRET

SECRET

AUTH 36 2001 600  
DATE 7 DEC 1944  
INIT. 600

| BOMBS ON TARGET       |    |               | AMMO.               |               | ENEMY RESISTANCE                     |  | RESULTS OF MISSION |    |    |    |                 |    |    |    |              |    |    |    |                   |  | REMARKS |    |   |
|-----------------------|----|---------------|---------------------|---------------|--------------------------------------|--|--------------------|----|----|----|-----------------|----|----|----|--------------|----|----|----|-------------------|--|---------|----|---|
| NUMBER, TYPE & WEIGHT |    | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES       |    |    |    | LOSSES BY CAUSE |    |    |    | CREW MEMBERS |    |    |    | DEGREE OF SUCCESS |  |         |    |   |
| 16                    | 17 | 18            | 19                  | 20            | 21                                   | 22                                       | 23                 | 24 | 25 | 26 | 27              | 28 | 29 | 30 | 31           | 32 | 33 | 34 |                   |  | 35      | 36 | 37                                      |
|                       |    |               | 1400/               |               |                                      |  |                    |    |    |    |                 |    |    |    |              |    |    |    |                   |  |         |    | 22 9-17; 210 1-3-3; 1000 1-10; 22 0-2-3 |

SECRET

H. B. Shaw II  
Captain, 425 Corps  
Operations Officer

REPRODUCTION: FLAT, 100% QUALITY OF 10 00

THIS PAGE IS UNCLASSIFIED

SECRET

1st TAC Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 105 DATE 25 May 1954

| MISSION |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                  |           |
|---------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|------------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE   | DESTROYED |
|         |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                  |           |
| 1       | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22               | 23        |
| 204     | 1130              | Weather Recon       | Signal-Honey Area        |   | 1150                   |  | B-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       |               | 1330/.500           |               |                                       |   |                  |           |
| "       | 1515              | Wave Bomb           | Rolls V-7010             | 1630                                    | 2115                   | 2000   | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 8.             | 6.0           |                     |               |                                       |   |                  |           |
| 50      | 1537              | "                   | Bridge 4-1729 NY 1-3 40  |   | 2121                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 8/500 8.<br>16/500 8. | 2.0<br>5.0    | 11036/.500          | 1ST LFF ACC   |                                       |   |                  |           |
| "       | 1504              | "                   | Bridge 9-597765          |   | 2130                   |  | "               | 14                                  | 13                | 13                   |                           |                   | 1                  |       | 22/500 8.             | 5.50          |                     | 1ST LFF ACC   |                                       |   |                  |           |
| "       | 1608              | "                   | Rolls 4-600294           |   | 1814                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 14/500 8.             | 3.50          |                     |               |                                       |   |                  |           |
| "       | 1143              | "                   | MT & Tanks 4-517291      |   | 1853                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 8.             | 6.00          |                     | 1ST LFF ACC   |                                       |   |                  |           |
| "       | 1515              | Med Bomb Close Bomb | Target Not Given         | 1534                                    | 1830                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       |               | 10236/.500          |               | 50<br>NR 104<br>A 75<br>190           | 8   | NR 109<br>FW 190 | 5<br>1    |
| "       | 1524              | "                   | "                        | 1544                                    | 1834                   |  | "               | 6                                   | 6                 | 6                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                  |           |

SECRET



NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1465 DATE 25 May 1954

**SECRET**

Page 2 of 3

~~SECRET~~

AUTH 100-111111

DATE 11 Dec. 1970

INIT. \_\_\_\_\_

420

[illegible]

**SECRET**

THIS PAGE IS UNCLASSIFIED

SPRINGFIELD, PLATON, 2002 EDITION, 100 PAGES

SECRET

1st TAC Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1355 DATE 25 May 1964

| MISSION |                   |                 | OBJECTIVE                 | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |           |
|---------|-------------------|-----------------|---------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/G NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY L        |           |
|         |                   |                 |                           |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/G ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3               | 4                         | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 07-     | 1555              | Five Bomb       | Bridge 7                  | 1640                                    | 2:55                   |  | F-47            | 16                                  | 16                | 15                   |                           |                   |                    | 1     | 28/500 G.,            | 7.0           | 16/500           | NOT LFT       |                                       |   |                |           |
| 078     | 1035              | Four Bomb       | Bridge - 1514             | 1115                                    | 2:35                   |  | "               | 8                                   | 8                 | 3                    |                           |                   |                    | 5     | 6/500 G.,             | 1.50          |                  | NOT LFT       |                                       |   |                |           |
|         | 1115              | Five Bomb       | Bridge - 1514             | 1220                                    | 2:40                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 32/500 G.,            | 8.00          |                  | NOT LFT       |                                       |   |                |           |
|         | 1235              | Four Bomb       | Train 5-5257<br>RT 7-7761 | 1310                                    | 2:25                   |  | "               | 6                                   | 6                 | 2                    |                           |                   |                    | 4     | 6/500 G.,             | 1.50          |                  | NOT LFT       |                                       |   |                |           |
|         | 1242              | "               | 5-1640 7-997765           | 1245                                    | 1:45                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 G.,            | 4.00          |                  | NOT LFT       |                                       |   |                |           |
|         | 1318              | "               | Bridge 9-5327             | 1430                                    | 2:22                   |  | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       | 16/500 G.,            | 4.00          |                  | NOT LFT       |                                       |   |                |           |
|         | 1435              | "               | Bridge 6-5139             | 1515                                    | 2:10                   |  | "               | 8                                   | 8                 | 2                    |                           |                   |                    | 6     | 4/500 G.,             | 1.00          |                  | NOT LFT       |                                       |   |                |           |

SECRET



SECRET

Page 2 of 3

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO1365 DATE 25 Sep. 1944

SECRET

AUTH. 00. 25th AG

DATE 17 Dec. 1944

INIT.           

| POWER    |                       |               |                     | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |                 |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |    |
|----------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| A/C KING | BOMBS ON TARGET       | AMMO.         |                     |                  |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |    |
| OTHER    | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 15       | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|          | 28/500 Gp             | 7.0           | 160/                | MOD LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 6/500 Gp              | 1.50          |                     | INT LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 32/500 Gp             | 8.00          |                     | INT LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 16/260 Frag           | 2.00          |                     | ACC              |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 6/500 Gp              | 1.50          |                     | INT LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 6/500 "               | 1.50          |                     | ACC              |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 16/500 Gp             | 8.00          |                     | INT LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          |                       |               |                     | ACC              |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 16/500 Gp             | 8.00          |                     | MOD LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          |                       |               |                     | FRAGS            |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          | 4/500 Gp              | 1.00          |                     | INT LVT          |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|          |                       |               |                     | ACC              |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

REPRODUCTION PLATES, 50% CHANGED BY 40 00

THIS PAGE IS UNCLASSIFIED

SECRET

1st Tac Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1365 DATE 25 May 1945

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23            |
| 58      | 1500             | Area Recon      | Offenburg, German Area   |  | 1845                   |   | P-47            | 14                                  | 14                | 4                    |                           |                   | 10                 |                 | 16/500 lb.            | 1000  | 10700            | 100                                  | 100                                      | 100            | 100       | 5             |
|         | 1500             |                 | Offenburg, German Area   | 1625                                   | 1827                   |   |                 | 8                                   | 8                 | 8                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |               |

SECRET

SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1346 DATE 15 Nov 1944

Page 3 of 3

AUTH. 00, 154, 100  
DATE 15 Nov 1944  
INIT. ME

| REASON FOR POWER      |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         | REMARKS          |        |         |                   |                  |                   |         |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               | ENEMY RESISTANCE                     |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | REMARKS |                   |                  |                   |         |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS | REMARKS |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38      |
|                       | 10                 |       | 16/500 6.             | 1.0           |                     |               |                                      |  |                | 5         |                    | 7       | 3                 | 1    |                  | 2              |              |         |                  |        | 2       | 1                 |                  |                   |         |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st TAC Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 146 DATE 25 Nov 1944

| MISSION  |                  |                 | OBJECTIVE                       | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE    |                                      |  | ENEMY LOSSES   |           |                    |
|----------|------------------|-----------------|---------------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP    | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE        | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1        | 2                | 3               | 4                               | 5                                      | 6                      | 7   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                                      |  |                |           |                    |
| 162      | 1200             | Tac Area        | Seletztal-Basel Area            |  | 1:10                   |   | F-6             | 2                                   | 2                 | 1                         |         |                   |                    | 1               |                       |               | 1000                |                                      | 20                                       | 2              | 100       | 1                  |
| "        | 1300             | "               | Muhlacker-Kohl                  | 1315                                   | 1:10                   |   | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               | 1000                |                                      | 100                                      |                |           |                    |
| "        | 1400             | "               | Agweiler-Basel Area             | 1415                                   | 1:10                   |   | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                     |                                      |  |                |           |                    |
| "        | 1500             | "               | Pforzheim-Bruchsal Area         | 1520                                   | 1:10                   |   | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                     |                                      |  |                |           |                    |
| "        | 1500             | "               | Welsch-Basel Area               | 1515                                   | 1:10                   |   | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                     |                                      |  |                |           |                    |
| 111      | 1100             | Tac Area        | Seargersheim-Landau             | 1115                                   | 1:10                   |   | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                     |                                      |  |                |           |                    |
| Tac Area |                  |                 | Germerheim, Strasbourg District | 1200                                   |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |                     |                                      |  |                |           |                    |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1-45 DATE 21 Dec 1944

SECRET

SECRET

AUTH. CG, 9th AFDATE 21 Dec 1944INIT. 

## ATTACKING POWER

REASONS A/C  
NOT ATTACKINGBOMBS ON  
TARGET

## AMMO.

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |                 |                   |      |                  |                |           | REMARKS |                   |         |                  |        |         |                   |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|-------------------|---------|------------------|--------|---------|-------------------|
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         | DEGREE OF SUCCESS |         |                  |        |         |                   |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |         |                   | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY |
|                           |                    | 1     |                       |               | 2150<br>5%          |                  | 10<br>109                            | 2  | 120            |           | 1                  |                 | 1                 |      |                  | 1              |           |         |                   |         |                  |        |         |                   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st TAC Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 7-60 DATE 25 OCT 1960

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY L                                   |                |           |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 111     | 1240              | Tac Rec         | Strasbourg-Ingelheim     | 1240                                    | 1:40                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1245              | "               | Strasbourg-Ingelheim     | 1245                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1320              | "               | Strasbourg-Ingelheim     | 1320                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1320              | "               | Strasbourg-Ingelheim     | 1340                                    | 1:55                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1340              | "               | Strasbourg-Ingelheim     | 1400                                    | 2:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1500              | Photo Rec       | V-624677, V-789758       | 1520                                    | 1:10                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1500              | Tac Rec         | Strasbourg-Ingelheim     | 1520                                    | 1:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 1st LFT       |                                       |   |                |           |
| "       | 1505              | Photo Rec       | V-997765, V-984661       | 1520                                    | 1:15                   |  | "               | 2                                   | 2                 | 1                    |                           |                   |                    | 1     |                       |               | 1100/.500        |               | 3                                     | 2   |                |           |

SECRET











SECRET

1st TAC Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1379 DATE 26 Nov 1944

| MISSION               |                   |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                  |                                       |   |                |           |
|-----------------------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|------------------|---------------------------------------|---|----------------|-----------|
| GROUP                 | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |
|                       |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                  |                                       |   | LOSSES BY TYPE | DESTROYED |
| 1                     | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19               | 20                                    | 21  | 22             | 23        |
| 111th 0930<br>Tae Haa |                   | "               | Strasbourg, Alsace  | 0955<br>1035                            | 2030                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |
| "                     | 1015              | "               | Strasbourg, Alsace  | 1030<br>1145                            | 1145                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |
| "                     | 1040              | "               | "   | 1055<br>1130                            | 1105                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 107 877<br>11400 |                                       |   |                |           |
| "                     | 1505              | "               | Erlenberg Area  | 1520<br>1530                            | 0140                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |
| "                     | 1515              | "               | Saarlautzen, Haguenau<br>Jelissenburg, Pirmasens,<br>Bastogne   | 1530<br>1615                            | 1100                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |
| "                     | 1520              | "               | Strasbourg, Pirmasens   | 1535<br>1625                            | 1120                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 107 17400        |                                       |   |                |           |
| 162 0930<br>Tae Haa   |                   | "               | Area 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-1766-1767-1768-1769-1770-1771-1772-1773-1774-1775-1776-1777-1778-1779-1780-1781-1782-1783-1784-1785-1786-1787-1788-1789-1790-1791-1792-1793-1794-1795-1796-1797-1798-1799-1800-1801-1802-1803-1804-1805-1806-1807-1808-1809-1810-1811-1812-1813-1814-1815-1816-1817-1818-1819-1820-1821-1822-1823-1824-1825-1826-1827-1828-1829-1830-1831-1832-1833-1834-1835-1836-1837-1838-1839-1840-1841-1842-1843-1844-1845-1846-1847-1848-1849-1850-1851-1852-1853-1854-1855-1856-1857-1858-1859-1860-1861-1862-1863-1864-1865-1866-1867-1868-1869-1870-1871-1872-1873-1874-1875-1876-1877-1878-1879-1880-1881-1882-1883-1884-1885-1886-1887-1888-1889-1890-1891-1892-1893-1894-1895-1896-1897-1898-1899-1900-1901-1902-1903-1904-1905-1906-1907-1908-1909-1910-1911-1912-1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923-1924-1925-1926-1927-1928-1929-1930-1931-1932-1933-1934-1935-1936-1937-1938-1939-1940-1941-1942-1943-1944-1945-1946-1947-1948-1949-1950-1951-1952-1953-1954-1955-1956-1957-1958-1959-1960-1961-1962-1963-1964-1965-1966-1967-1968-1969-1970-1971-1972-1973-1974-1975-1976-1977-1978-1979-1980-1981-1982-1983-1984-1985-1986-1987-1988-1989-1990-1991-1992-1993-1994-1995-1996-1997-1998-1999-2000-2001-2002-2003-2004-2005-2006-2007-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020-2021-2022-2023-2024-2025-2026-2027-2028-2029-2030-2031-2032-2033-2034-2035-2036-2037-2038-2039-2040-2041-2042-2043-2044-2045-2046-2047-2048-2049-2050-2051-2052-2053-2054-2055-2056-2057-2058-2059-2060-2061-2062-2063-2064-2065-2066-2067-2068-2069-2070-2071-2072-2073-2074-2075-2076-2077-2078-2079-2080-2081-2082-2083-2084-2085-2086-2087-2088-2089-2090-2091-2092-2093-2094-2095-2096-2097-2098-2099-2100-2101-2102-2103-2104-2105-2106-2107-2108-2109-2110-2111-2112-2113-2114-2115-2116-2117-2118-2119-2120-2121-2122-2123-2124-2125-2126-2127-2128-2129-2130-2131-2132-2133-2134-2135-2136-2137-2138-2139-2140-2141-2142-2143-2144-2145-2146-2147-2148-2149-2150-2151-2152-2153-2154-2155-2156-2157-2158-2159-2160-2161-2162-2163-2164-2165-2166-2167-2168-2169-2170-2171-2172-2173-2174-2175-2176-2177-2178-2179-2180-2181-2182-2183-2184-2185-2186-2187-2188-2189-2190-2191-2192-2193-2194-2195-2196-2197-2198-2199-2200-2201-2202-2203-2204-2205-2206-2207-2208-2209-2210-2211-2212-2213-2214-2215-2216-2217-2218-2219-2220-2221-2222-2223-2224-2225-2226-2227-2228-2229-2230-2231-2232-2233-2234-2235-2236-2237-2238-2239-2240-2241-2242-2243-2244-2245-2246-2247-2248-2249-2250-2251-2252-2253-2254-2255-2256-2257-2258-2259-2260-2261-2262-2263-2264-2265-2266-2267-2268-2269-2270-2271-2272-2273-2274-2275-2276-2277-2278-2279-2280-2281-2282-2283-2284-2285-2286-2287-2288-2289-2290-2291-2292-2293-2294-2295-2296-2297-2298-2299-2300-2301-2302-2303-2304-2305-2306-2307-2308-2309-2310-2311-2312-2313-2314-2315-2316-2317-2318-2319-2320-2321-2322-2323-2324-2325-2326-2327-2328-2329-2330-2331-2332-2333-2334-2335-2336-2337-2338-2339-2340-2341-2342-2343-2344-2345-2346-2347-2348-2349-2350-2351-2352-2353-2354-2355-2356-2357-2358-2359-2360-2361-2362-2363-2364-2365-2366-2367-2368-2369-2370-2371-2372-2373-2374-2375-2376-2377-2378-2379-2380-2381-2382-2383-2384-2385-2386-2387-2388-2389-2390-2391-2392-2393-2394-2395-2396-2397-2398-2399-2400-2401-2402-2403-2404-2405-2406-2407-2408-2409-2410-2411-24 |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |

SECRET



SECRET

1st Tst Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1380 DATE 26 Nov 1944

| MISSION                        |                   | OBJECTIVE       | OPER. FACTORS                          |   |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE              |               |                                       | ENEMY LOS                                 |                |           |
|--------------------------------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------------------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP                          | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE               | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                         | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|                                |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/G ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                               |               |                                       |   |                |           |
| 1                              | 2                 | 3               | 4                                      | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                            | 19            | 20                                    | 21  | 22             | 23        |
| 415<br>"Light"<br>Per<br>Squad | 16:10             |                 | Karlshagen-Ansbach<br>near Weidelsberg |   | 2:10                   |  | Bomb<br>Pers    | 6                                   | 6                 | 4                    |                           |                   | 2                  |       |                       |               | 8000/<br>500<br>1785/<br>20MM |               |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO 1380 DATE 26 Dec. 1944

SECRET

Page 1 of 1

SECRET

AUTH. GO. 26th SCVDATE 14 Dec. 1944INIT. ME

| ENGINE POWER            |       |                       |               |                               | ENEMY RESISTANCE |  |  | RESULTS OF MISSION |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   | REMARKS          |                   |   |
|-------------------------|-------|-----------------------|---------------|-------------------------------|------------------|--|--|--------------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------|-----------------|------------------|--------|---------|-------------------|------------------|-------------------|---|
| ENGINES A/C<br>TACKLING |       | BOMBS ON<br>TARGET    |               | AMMO.                         |                  |  |  | ENEMY LOSSES       |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                |           | CREW<br>MEMBERS |                  |        |         |                   |                  |                   |   |
| MECHANICAL FAILURE      | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED           | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN         | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 14                      | 15    | 16                    | 17            | 18                            | 19               | 20                                       | 21   | 22                 | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30        | 31              | 32               | 33     | 34      | 35                | 36               | 37                | 38  |
| 2                       |       |                       |               | 5000/<br>703<br>1785/<br>2000 |                  |  |  |                    |           |                    |         |                    |      |                  |                |           |                 |                  |        |         |                   |                  | 3-0-0             | Loss 4-0-0<br>Freight Cars 0-0-35<br>Bridge 1-0-0<br>A/T 1-0-19 |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Taw Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 117 DATE 26 Jan 1954

| MISSION  |                   |                        | OBJECTIVE                    | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |           |
|----------|-------------------|------------------------|------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION        | DESCRIPTION OF OBJECTIVE     | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSS     |           |
|          |                   |                        |                              |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED |
| 1        | 2                 | 3                      | 4                            | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        |
| 50th Ftr | 1415              | Med Level Leaflet Bomb | W-7510-51100 3. of 511000    |   | 1130                   | 6000   | P-51            | 4                                   | 4                 | 4                    |                           |                   |                    |       | 4/Propaganda Leaflets |               |                  |               |                                       |   |                |           |
| "        | 0921              | Close East to 2-26's   | Many Iron                    |   | 1130                   |  | "               | 12                                  | 8                 | 8                    |                           |                   | 3                  | 1     |                       |               |                  |               |                                       |   |                |           |
| "        | 1500              | Armed Run              | Re. structure of Rhine Iron. |   |                        |  | "               | 16                                  | 11                | 12                   |                           |                   | 4                  |       |                       |               |                  | INT 177 ACC   |                                       |   |                |           |
| 32nd     | 0835              | Dive Bomb              | A/F at 7-6050                | 1015                                    | 3125                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 60/260 Frag           | 7.50          | 2400/.500        | MOD 177 ACC   | FW 149 16 J                           | FW190                                     | 1              |           |
| "        | 1500              | "                      | Unknown Target               |   | 2135                   |  | "               | 12                                  | 7                 |                      | 7                         |                   | 5                  |       |                       |               |                  | MOD 177 ACC   |                                       |   |                |           |
| "        | 0930              | Close East to 2-26's   | Sarrebourg Iron              |   | 1135                   |  | "               | 16                                  | 12                | 12                   |                           |                   | 3                  | 1     |                       |               | 2000/.500        |               |                                       |   |                |           |
| 50 Ftr   | 0850              | Dive Bomb              | Bivvy Bridge at E-511000     |   | 2132                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 10/500 G.             | 2.50          |                  | VE 177 THACC  |                                       |   |                |           |
| "        | 0933              | "                      | 2 A/D's at Sarrebourg        |   | 3100                   |  | "               | 16                                  | 13                | 10                   |                           |                   | 3                  | 3     | 24/500 G.             | 6.00          |                  | INT 177 ACC   |                                       |   | FW 262 JET A/C |           |

SECRET



SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 107 DATE 26 Nov 1944

Page 1 of 4

AUTH. 60, 2012, 100  
DATE 18 Dec 1944  
INIT. 201

| G POWER            |       |                       |               |                     | ENEMY RESISTANCE |  |  | RESULTS OF MISSION |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   | REMARKS          |   |    |
|--------------------|-------|-----------------------|---------------|---------------------|------------------|--|--|--------------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|---|----|
| S A/C<br>PACKING   |       | BOMBS ON<br>TARGET    |               | AMMO.               |                  |  |  | ENEMY LOSSES       |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |   |    |
| MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS                             |    |
| 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                       | 21   | 22                 | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37  | 38 |
|                    |       | 4/Propaganda Leaflets |               |                     |                  |  |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Successful                                    |    |
| 3                  | 1     |                       |               |                     |                  |  |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Unsuccessful                                  |    |
| 4                  |       | 60/260 Yrags          | 7.50          | 2470/<br>.40s       | INT 177<br>ACC   | 74 140 16                                | 74190  | 1                  |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good  |    |
| 5                  |       |                       |               |                     | MOD 177<br>ACC   | 3  |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Some Jett.                                    |    |
| 3                  | 1     |                       |               | 2000/<br>.50s       |                  |  |  |                    |           |                    |         | 1                  |      |                  |                | 1               |         |                  |        |         |                   |                  | Unable to find targets<br>so returned to base |    |
|                    |       | 10/500 Gs             | 2.50          |                     | VE 177<br>TRACC  |  |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Fair  |    |
| 3                  | 3     | 24/500 Gs             | 6.00          |                     | INT 177<br>ACC   |  | MB 262<br>JET A/C                            | 1                  |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good  |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Air Force (Prov.)

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 137 DATE 26 May 1944

| MISSION  |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                  |                      |           | ENEMY RESISTANCE    |               |                                       |                      |
|----------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|----------------------------------|----------------------|-----------|---------------------|---------------|---------------------------------------|----------------------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                  |                      | AMMO.     | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES BY TYPE |
|          |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT            | TOTAL TONNAGE        |           | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |                      |
| 1        | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                               | 17                   | 18        | 19                  | 20            | 21                                    | 22                   |
| 50th Ftr | 1455              | Five Bomb       | Went to area at R-351  |   | 1:22                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 14/500 G.                        | 1.50                 | 10106/500 | 10106/500           |               |                                       |                      |
| 358      | 0838              | Five Bomb       | Went to area at R-3478, Leese & Cars at R-6060, Leese & Cars at R-3530 | 0945<br>1015                            | 24 24                  |  |                 | 11                                  | 11                | 11                   |                           |                   |                    |       | 6/500 G.<br>6/500 G.<br>5/500 G. | 2.00<br>2.00<br>1.25 | 10106/500 | 10106/500           |               |                                       |                      |
| "        | 1640              | "               | Went to area at R-3530   | 1530                                    | 24 27                  |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 G.                        | 6.00                 | 10106/500 |                     |               |                                       |                      |

SECRET



SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1170 DATE 15 Jan 1951

Page 2 of 4

AUTH. CO. 26th AGC  
DATE 27 Dec 1951  
INIT. ABE

| ENGINE POWER            |       |                       |               |                     | ENEMY RESISTANCE |  |  | RESULTS OF MISSION |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   | REMARKS          |                   |  |
|-------------------------|-------|-----------------------|---------------|---------------------|------------------|--|--|--------------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| ENGINES A/C<br>TRACKING |       | BOMBS ON<br>TARGET    |               | AMMO.               |                  |  |  | ENEMY LOSSES       |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |                   |  |
| MECHANICAL FAILURE      | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 14                      | 15    | 16                    | 17            | 18                  | 19               | 20                                       | 21   | 22                 | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                         |       | 14/500 G.             | 1.50          | 100/500             | 1-1              | 1-1                                      |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  |                   | 2 Single Engine A/C<br>1 Mustang<br>1 B-26<br>1 B-29   |
|                         |       | 8/500 G.              | 1.00          | 100/500             | 1-1              | 1-1                                      |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  |                   | 2 Jet A/C Seen<br>H/P 10-0-1<br>Laser 1-0-6<br>H-29 34-0-31<br>Bridges 0-0-3<br>G/P 1-0-7<br>Railroads 1-0-2<br>Barges 0-0-2 |
|                         |       | 5/500 "               | 1.25          | 100/500             | 1-1              | 1-1                                      |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
|                         |       | 24/500 G.             | 6.00          | 100/500             | 1-1              | 1-1                                      |  |                    |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st TAC Air Force (Prev.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 1373 DATE 26 MAY 79-44

| MISSION |                   |                        | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               |                | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |         |
|---------|-------------------|------------------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|----------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION        | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.          | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                   |                        |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                |                  |                                       |   |                |           |                    |         |
| 1       | 2                 | 3                      | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18             | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 358     | 0826              | Armed Recon            | Locs & 12 Cars at Soufflenheim at R-17400, Locs & 10 Cars at Schenkoffen at R-135225 | 0945<br>1000                            | 2:04                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 12/500 G.<br>12/500 " | 3.00<br>3.00  | 10106<br>.500  | INT WFF          |                                       |   |                |           |                    |         |
| "       | 0920              | Close Escort to B-26's | Bergzabern   | 0935<br>1045                            | 1:26                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               |                | INT WFF          |                                       |   |                |           |                    |         |
| "       | 1535              | Armed Recon            | Locs & Trains at Kallthausen at R-072212 also Trunks                                 | 1620<br>1625                            | 1:55                   |  | "               | 12                                  | 12                | 4                    |                           |                   |                    | 2     | 4/500 G.<br>4/500 "   | 1.00<br>1.00  |                | MOD WFF          |                                       |   |                |           |                    |         |
| "       | 1                 | Dive Bomb              | Bridge at Marimall-<br>tansen at R-415447<br>W/T at R-400480<br>& Locs at R-385475   | 1700<br>1710                            |                        |  | "               | 12                                  | 11                | 10                   |                           |                   |                    | 2     | 20/500 G.             | 5.00          | 10106/<br>.500 | INT WFF<br>AC    |                                       |   |                |           |                    |         |
| 371     | 0940              | "                      | RR Bridge at V-865359  | 1035                                    | 1:50                   |  | "               | 12                                  | 12                |                      | 12                        |                   |                    |       |                       |               |                |                  |                                       |   |                |           |                    |         |

SECRET

SECRET

Page 3 of 4

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 137 DATE 26 May 1944

SECRET

AUTH. CO. 2525-1071

DATE 24 May 1944

INIT. JH

| POWER      |                       |               |                     | ENEMY RESISTANCE |                                       | RESULTS OF MISSION                        |                |           |                    |                 |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                                      |                     |
|------------|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|--------------------------------------|---------------------|
| A/C<br>NO. | BOMBS ON<br>TARGET    | AMMO.         |                     |                  |                                       | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                                      |                     |
| OTHER      | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS                    |                     |
| 15         | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                                   | 38                  |
|            | 12/500 G.<br>12/500 " | 3.00<br>3.00  | 10106<br>.500       | INT 100          |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good                                 |                     |
|            |                       |               |                     | INT 100          |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobserved                           | Unsuccessful-escort |
|            | 4/500 G.<br>4/500 "   | 1.00<br>1.00  |                     | MCD 100          |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair                                 |                     |
|            | 20/500 G.             | 5.00          | 10106<br>.500       | INT 100<br>AC    |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobserved<br>to Good                |                     |
|            |                       |               |                     |                  |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unsuccessful Bombs ret'd due to Vec. |                     |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

1st Air Force (1st AF)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 157 DATE 15-11-54

| MISSION |                   |                 | OBJECTIVE   | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                          |               | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |           |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                                | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET          |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | RECOVERED |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT    | TOTAL TONNAGE |                  |               |                                       |   |                |           |           |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                       | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24        |
| 371     | 0900              | Area East       | At Colmar 18<br>10-15-54<br>Object at<br>V-780019       | 0950                                    | 2:55                   |  | P-57            | 12                                  | 12                | 12                   |                           |                   |                    |       | 21/500 100<br>20/500 100 | 5.00<br>5.00  | 2400/<br>2400    |               |                                       |   |                |           |           |
| "       | 1500              | Dive Bomb       | Destruction bridge at<br>V-241304<br>Bridge at V-885359 | 1505                                    | 2:10                   |  | "               | 12                                  | 10                | 10                   |                           |                   | 1                  | 1     | 4/400 100<br>16/500 100  | 1.00<br>4.00  | 2700/<br>2400    | 2400<br>AC    |                                       |   |                |           |           |
| "       | 1500              | "               | Seaplane  | 1715                                    | 2:20                   |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       |                          |               |                  |               |                                       |   |                |           |           |
| "       | 1500              | "               | At Bridge at<br>V-885359                                | 1615                                    | 3:10                   |  | "               | 16                                  | 16                | 16                   |                           |                   | 2                  |       | 20/500 100               | 5.00          | 2400/<br>2400    |               |                                       |   |                |           |           |

SECRET

SECRET

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 137 DATE 26 Dec 1944

Page 2 of 2

AUTH. C. J. Hall  
DATE 15 Dec 1944  
INIT. W. C. Hall

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |               |                     | RESULTS OF MISSION |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |  |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |                    |                                      |  | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38   |
|                           |                    |       | 2/500 #<br>20/500 #   | 1.50<br>1.50  | 250/<br>1.50        |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bombs 0-0-1<br>Railroads 1<br>Batteries & Bridges 0-0-2<br>W. Attached 1 |
| 1                         | 1                  |       | 4/500 #<br>16/500 #   | 1.50<br>1.50  | 2750/<br>1.50       | 247 100<br>100     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         | 1 AC<br>FLAK     |         |         |                   |                  | Good to<br>Poor   | Bombs 0-0-1<br>Bridges 0-0-1<br><br>Bombs Jett Due to Use.               |
| 2                         |                    |       | 20/500 #              | 5.00          | 250/<br>1.50        |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bridges 0-0-1<br>Railroads 1   |

SECRET

THIS PAGE IS UNCLASSIFIED

W. C. HALL II  
Major, Air Corps  
Operations Officer

Copyright © 2004 John Wiley & Sons, Ltd.

1st Taz Air Force (Prev.)

OPERATIONS REPORT FORM 34  
OPERATION NO. 135 DATE 27 Nov. 1944

[illegible]

**SECRET**





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

1st Taw Air Force (Prov.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 338 DATE 27 May 1944

| MISSION |                   |                 | OBJECTIVE                                       | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |              |               | ENEMY RESISTANCE                      |   |                | ENEMY LOSS |                    |               |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|--------------|---------------|---------------------------------------|---|----------------|------------|--------------------|---------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE                        | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.        | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED  | PROBABLY DESTROYED |               |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |              |               |                                       |   |                |            |                    | TOTAL TONNAGE |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17           | 18            | 19                                    | 20  | 21             | 22         | 23                 | 24            |
| 372     | 1045              | Area Sup        | Tank & Troop Concentration in Woods near 4-5431 | 1130                                    | 1140                   |  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16/500 8.             | 4.00         | 34.5/.50s     | MOD LFF<br>TEACG                      |   |                |            |                    |               |
| "       | 0953              | Area Sup        | Tanks & M/T in Woods at 4-5431                  | 1115<br>1125                            | 2154                   |  | "               | 16                                  | 12                | 12                        |         |                   | 1                  | 3               | 16/500 8.             | 4.00         | 8500/.50s     |                                       |   |                |            |                    |               |
| 374     | "                 | Dive Bomb       | Lanes & M/T at 4-1145                           | 1200                                    |                        |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 24/500 8.             | 6.00         | 14080/.50s    |                                       |   |                |            |                    |               |
| 358     | 1453              | Area Sup        | Troop Concentration S. of Rockhill-1615         | 1515<br>1615                            | 302                    |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 12/500 8.             | 6.00         |               | INT LFF                               |   |                |            |                    |               |
| "       | 1500              | Armed Rec       | Town, Vicinity of Baden-Baden East of Rhine     | 1635<br>1650                            | 2117                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 16/500 8.<br>8/500 "  | 4.00<br>2.00 |               |                                       |   |                |            |                    |               |

SECRET



SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 338 DATE 27 Dec, 1954

Page 2 of 2

SECRET

AUTH. 20, 24th AFDATE 15 Dec, 1954INIT. 308

| POWER              |       |                       |               | ENEMY RESISTANCE    |                  | RESULTS OF MISSION                      |   |                |           |                    |         |                   |      |                  |                |           |         |                                   |        | REMARKS |                   |                  |                   |                            |   |
|--------------------|-------|-----------------------|---------------|---------------------|------------------|---|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|-----------------------------------|--------|---------|-------------------|------------------|-------------------|----------------------------|---|
| A/G<br>CKING       |       | BOMBS ON<br>TARGET    | AMMO.         |                     |                  | ENEMY LOSSES                            |   |                |           | LOSSES BY<br>CAUSE |         |                   |      | CREW<br>MEMBERS  |                |           |         |                                   |        |         |                   |                  |                   |                            |   |
| MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED                  | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                            |   |
| 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                      | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32                                | 33     | 34      | 35                | 36               | 37                | 38                         |   |
|                    |       | 16/500 lb.            | 4.00          | 3445/<br>.50        | MOD LFF<br>INACC |   |   |                |           |                    |         |                   |      |                  |                |           |         |                                   |        |         |                   |                  | Good              | Troop Concentration Attack |   |
| 1                  | 3     | 16/500 lb.            | 4.00          | 8500/<br>.50        |                  |   |   |                |           |                    |         |                   |      |                  |                |           |         |                                   |        |         |                   |                  |                   |                            |   |
|                    |       | 24/500 lb.            | 6.00          | 14080/<br>.50       |                  |   |   |                |           |                    |         |                   |      |                  |                |           |         |                                   |        |         |                   |                  |                   |                            |   |
|                    |       | 12/500 lb.            | 6.00          |                     | 1ST LFF          |   |   |                |           |                    |         |                   |      |                  |                |           |         |                                   |        |         |                   |                  | Good              |                            |   |
|                    |       | 16/500 lb.<br>8/500 " | 4.00<br>2.00  |                     |                  |   |   |                |           |                    |         |                   |      |                  |                |           |         | 2<br>1 CAT B<br>1<br>CAT B<br>UTM |        |         |                   |                  |                   | Unobserved                 | H/T 3-0-0<br>Tanks 1-0-0<br>Losses 1-0-2<br>H/T Cars 10-0-14<br>S/P 2-1-5<br>Bldgs 5-0-1<br>H/T Attacks 1 |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

1st Air Force (Pres.)

NINTH AIR FORCE  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1305 DATE 27 Nov 1944

| MISSION       |                   |                   | OBJECTIVE                |   |                        |  | OPER. FACTORS   |                                     |                   | ATTACKING POWER      |                           |                   |                    |       |                       |               |                     | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |
|---------------|-------------------|-------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|
| GROUP         | TIME OF TAKE OFF. | TYPE OF MISSION   | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|               |                   |                   |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                     |                  |                                       |   |                |           |
| 1             | 2                 | 3                 | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        |
| 425 Night Str | 17:00             | Night Area Patrol | Earlsruhe, Mannheim Area |   |                        |  | Boeing Stearman | 5                                   | 5                 | 5                    | 1                         |                   |                    |       |                       |               | 6300/703 2595/20 lb | FOE INT ACC      |                                       |   |                |           |

SECRET

NINTH AIR FORCE  
OPERATIONS REPORT FORM 34  
OPERATION NO. 1385 DATE 27 Nov 1944

SECRET

Page 1 of 1

SECRET

AUTH. 00, 518-100  
DATE 15 Dec 1944  
INIT.

| ATTACKING POWER     |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION              |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           | REMARKS           |                  |        |         |                   |                  |                   |   |
|---------------------|--------------------|-------|-----------------------|---------------|---------------------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|-------------------|------------------|--------|---------|-------------------|------------------|-------------------|---|
| ASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.                           | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           | DEGREE OF SUCCESS |                  |        |         |                   |                  |                   |   |
| PERSONNEL FAILURE   | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED             | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN           | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 13                  | 14                 | 15    | 16                    | 17            | 18                              | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31                | 32               | 33     | 34      | 35                | 36               | 37                | 38  |
|                     |                    |       |                       |               | 6300/<br>203<br>2395/<br>20 140 | 100 187<br>ACC   |                                      |  |                |           |                    |         |                   |      |                  |                |           |                   |                  |        |         |                   |                  | Good              | Losses: 10-0-3<br>KR Cars: 2-0-158<br>H/T: 1-0-0<br>Barges: 0-0-1 |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

1st Fan Air Force (Prov.)

NINTH  
OPERATIONS - RE  
OPERATION NO.

| MISSION      |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               |                     |               |                                       |   |                | OPERATION NO. |  | REMARKS | ENEMY |
|--------------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|---------------|--|---------|-------|
| GROUP        | TIME OF TAKE OFF. | TYPE OF MISSION |  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                       |   |                |               |  |         |       |
|              |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |               |  |         |       |
| 1            | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             |               |  |         |       |
| 111th<br>FAC | 0855<br>FAC       | FAC             | Pirmasens, Lander,<br>Saenger                                  | 0915                                    | 2:10                   |  | F-4             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| "            | 0855              | "               | Saarburg, Saarburg   |   | 2:20                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| "            | 0930              | "               | Strasbourg, Frei-<br>burg                                      | 0945                                    | 1:25                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| "            | 0950              | "               | Saarburg, Saarlau-<br>ben                                      | 1010                                    | 1:20                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| "            | 1400              | "               | Strasbourg, Saar-<br>burg, Pilsach,<br>Heilbrunn               | 1415                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| 162<br>FAC   | 0815<br>FAC       | "               | Germer, Gelsen,<br>Breisach, Germer-<br>burg, Pilsach,<br>Heil | 0827                                    | 1:07                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |
| "            | 0830              | "               | Saarlautern, Pilsach,<br>Heil, Heilbrunn,<br>Saarlautern       | 0900                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |               |  |         |       |

SECRET

PAGE IS UNCLASSIFIED

Page 1 of 1

DA  
INIT.

| NINTH<br>OPERATIONS - RE<br>OPERATION NO. |                    |       |                       |               |               |   |   |                |           | RESULTS OF MISSION |         |                   |                 |                  |                |           |                 |    |         | REMARKS          |        |         |                   |                  |    |
|---|--------------------|-------|-----------------------|---------------|---------------|---|---|----------------|-----------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|-----------------|----|---------|------------------|--------|---------|-------------------|------------------|----|
| ENGINE POWER                              |                    |       | BOMBS ON<br>TARGET    |               | AMMO.         | ENEMY LOSSES                            |   | LOSSES BY      |           |                    |         |                   | CREW<br>MEMBERS |                  |                |           | DEGREE OF SUCCE |    |         |                  |        |         |                   |                  |    |
| PERSONNEL FAILURE                         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                 |    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |
| 13  | 14                 | 15    | 16                    | 17            | 18            | 19                                      | 20  | 21             | 22        | 23                 | 24      | 25                | 26              | 27               | 28             | 29        | 30              | 31 | 32      | 33               | 34     | 35      | 36                | 37               | 38 |
|   |                    |       |                       |               |               |   |   |                |           |                    |         |                   |                 |                  |                |           |                 |    |         |                  |        |         | Successful        |                  |    |

SECRET

THIS  
PAGE  
IS  
UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

549.308

~~STAN-45~~ /

RETURN TO  
Historical Research Division  
3825/HOA  
Maxwell AFB, AL 36112

MICROFILMED

7982-40

DECLASSIFIED  
EO 11652

DECLASSIFIED  
EO 11652



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 63 DATE 1 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE    |                                       |   | ENEMY LOSS     |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                                       |   |                |           |                    |
| 50      | 0003              | Dive bomb       | Rail traffic             |   | 2:10                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 16/500 GP             | 4.0           | Total 31172/        |                                       |   |                |           |                    |
|         | 0020              | "               | Dump R-054070            |   | 2:00                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 16/500 GP             | 4.4           | 50 on int-12-18     | 1                                     | 1   | JD-00          | 1         |                    |
|         | 0040              | "               | Rail traffic             |   | 1:50                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 8/100 HP              |               |                     |                                       |   |                |           |                    |
|         | 1525              | "               | G-782528                 |   | 1:45                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 16/500 GP             | 4.4           |                     |                                       |   |                |           |                    |
|         | 1450              | "               | Ditch                    |   | 2:05                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 8/100 HP              |               |                     |                                       |   |                |           |                    |
|         | 1210              | "               | Highway-Hinabach         |   | 2:15                   |  | "               | 12                                  | 11                | 11                        |         |                   | 1                  |                 | 12/500 GP             | 3.0           |                     |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  | "               |                                     |                   |                           |         |                   |                    |                 | 16/500 GP             | 4.0           |                     |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  | "               |                                     |                   |                           |         |                   |                    |                 | 7/100 GP              |               |                     |                                       |   |                |           |                    |
|         | 1510              | "               | Rail traffic             |   | 1:55                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 14/500 GP             | 3.5           |                     |                                       |   |                |           |                    |
|         | 1205              | Escort          |                          |   | 2:00                   |  | "               | 16                                  | 15                | 15                        |         |                   |                    | 1               |                       |               |                     |                                       |   |                |           |                    |
|         | 1200              | "               |                          |   | 2:00                   |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 |                       |               |                     |                                       |   |                |           |                    |
| 304     | 0010              | Arm Recon       | Rail traffic             |   | 3:15                   |  | P-47            | 12                                  | 11                | 11                        |         |                   | 1                  |                 | 20/500 GP             | 7.8           | Total 17360/        |                                       |   |                |           |                    |
|         | 0030              | Dive bomb       | "                        |   | 3:30                   |  | "               | 12                                  | 11                | 11                        |         | 1                 |                    |                 | 220/20 Frag           | 8.2           | 50 on int-12-18     |                                       |   |                |           |                    |
|         | 0035              | Arm Recon       | G-7574                   | 1045                                    | 3:10                   | 3000   | "               | 12                                  | 8                 | 8                         |         |                   | 4                  |                 | 264/20 Frag           | 5.9           |                     |                                       |   |                |           |                    |
|         | 1530              | Ditch           | Ditch                    |   | 3:00                   |  | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16/500 GP             |               |                     |                                       |   |                |           |                    |
|         | 1345              | "               | Rail traffic             |   | 3:30                   |  | "               | 12                                  | 10                | 10                        |         |                   | 2                  |                 | 20/500 GP             | 7.4           |                     |                                       |   |                |           |                    |
|         | 1340              | "               | G-450600                 |   | 3:05                   |  | "               | 12                                  | 10                | 10                        |         |                   | 2                  |                 | 20/500 GP             | 7.4           |                     |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  | "               |                                     |                   |                           |         |                   |                    |                 | 20/500 GP             |               |                     |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  | "               |                                     |                   |                           |         |                   |                    |                 | 20/500 GP             |               |                     |                                       |   |                |           |                    |

SECRET

Page - 1 -

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 49 DATE 2 January 1945

AUTHOR: 1st TAF (P)

DATE 26 January 1945

INIT

| ATTACKING POWER     |       |                       |               | ENEMY RESISTANCE    |               |                                       | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         | REMARKS           |                  |                   |  |  |  |
|---------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|--|--|
| BOMBS A/C ATTACKING |       | BOMBS ON TARGET       |               | AMMO.               |               |                                       |   | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |  |  |  |
| MECHANICAL FAILURE  | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |  |  |
| 14                  | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                                     |  |  |
| 1                   | 1     | 16/500 GP             | 4.0           | Total 31171/        | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Loss 2-0-0; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 16/500 GP             | 4.4           | 50 on               | See-12-11     | 1                                     | 1   | 30-00          | 1         |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Loss 6-0-0; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 8/100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 16/500 GP             | 4.4           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 8/100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 12/500 GP             | 3.0           |                     | See-12-11     |                                       |   |                |           |                    |         |                   | 1    |                  |                |              |         |                  | 1      |         |                   |                  |                   | Fair                                   | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |
|                     |       | 16/500 GP             | 4.0           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 2      |         |                   |                  |                   | Good                                   | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |
| 1                   | 1     | 16/500 GP             | 4.4           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 7/100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 16/500 GP             | 3.5           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       |                       |               |                     | all           |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | unsuccessful      |  |  |  |
|                     |       |                       |               |                     | all           |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |  |  |  |
|                     |       | 22/500 GP             | 7.8           | Total 17360/        | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        | 2       |                   |                  |                   |  | Fair                                   | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |
|                     |       | 22/500 GP             | 8.2           | 50 on               | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | Fair                                   | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |
| 4                   | 4     | 16/500 GP             | 5.9           |                     | all           |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
|                     |       | 192/20 Frag           |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |  |
| 2                   | 2     | 20/500 GP             | 7.4           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 1      |         |                   |                  |                   | Unk                                    | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |
|                     |       | 26/500 GP             |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | Fair                                   | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |
| 2                   | 2     | 20/500 GP             | 7.4           |                     | See-12-11     |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 1      |         |                   |                  |                   |  | Fair                                   | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |
|                     |       | 26/500 GP             |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | Fair                                   | Loss 2-0-2; 4/1-1; 5-0-27; Tanks 0-0-5 |  |

SECRET

Page - 1 -

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE, (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 62 DATE 1 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |    |    |    |                           |    |    |                 |             |       | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|----|----|----|---------------------------|----|----|-----------------|-------------|-------|------------------|---------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |    |    |    | REASONS A/C NOT ATTACKING |    |    | BOMBS ON TARGET |             | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9  | 10 | 11 | 12                        | 13 | 14 | 15              | 16          | 17    | 18               | 19                                    | 20  | 21             | 22        | 23                 | 24 |
| 358     | 0800              | Arm Recon       | A/T R-0166               | 0850                                    | 2:45                   |  | P-47            | 11 | 10 | 10 |                           |    |    | 1               | 10/500 GP   | 4.9   | Total 24390/5000 | 1st-1st                               | 8   | 2              | MB-210    | 1                  |    |
|         | 0810              | "               | A/T W-4790               | 0915                                    | 2:40                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 8/100 WP    | 2.5   |                  | 1st-1st                               | 32  | 10             | MB-109    | 14                 |    |
|         | 0820              | "               |                          |   | 1:15                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 9/500 GP    |       |                  |                                       |   |                |           |                    |    |
|         | 1550              | "               | Rail traffic             | 1630                                    | 2:00                   |  | "               | 15 | 15 | 15 |                           |    |    |                 | 6/100 WP    |       |                  | 1st-1st                               | 22  | 2              | MB-109    | 1                  |    |
|         | 1100              | Support         | Tanks-Flashback          | 1130                                    | 2:05                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 8/500 GP    | 2.5   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1050              | "               | R-0057                   | 1200                                    | 1:40                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 4/260 frag  | 6.5   | Total 34485/5000 | 1st-1st                               |   |                |           |                    |    |
|         | 1055              | "               | Heavy Vehicles           |   | 1:55                   |  | "               | 11 | 11 | 11 |                           |    |    |                 | 11/100 WP   | 6.6   |                  | 1st-1st                               |   |                |           |                    |    |
|         |                   |                 |                          |   |                        |  | "               |    |    |    |                           |    |    |                 | 21/500 GP   | 6.6   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1980              | "               | "                        | 1350                                    | 1:40                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 4/100 WP    |       |                  |                                       |   |                |           |                    |    |
|         |                   |                 |                          |   |                        |  | "               |    |    |    |                           |    |    |                 | 7/260 frag  | 6.6   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1940              | "               | Reel Q-763504            | 1415                                    | 1:35                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 21/500 GP   | 6.3   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1445              | "               | Bitch                    | 1515                                    | 2:00                   |  | "               | 12 | 12 | 12 |                           |    |    |                 | 2/260 frag  | 7.3   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1545              | "               | MB-210/211               |   | 1:45                   |  | "               | 15 | 15 | 15 |                           |    |    |                 | 21/500 GP   | 9.3   |                  | 1st-1st                               |   |                |           |                    |    |
|         | 1550              | "               | Heavy Transport          | 1615                                    | 1:40                   |  | "               | 14 | 14 | 14 |                           |    |    |                 | 10/260 frag | 7.0   |                  | 1st-1st                               |   |                |           |                    |    |
| 371     | 0815              | Arm Recon       | Rail Traffic             | 0830                                    | 2:15                   |  | P-47            | 11 | 11 | 11 |                           |    |    |                 | 22/500 GP   | 5.5   | 1060/50          | 1st-1st                               |   |                |           |                    |    |
|         | 0900              | "               | "                        | 0935                                    | 2:00                   |  | "               | 10 | 10 | 10 |                           |    |    |                 | 20/500 GP   | 5.4   | 850/50           | 1st-1st                               |   |                |           |                    |    |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |                 | 9/100 WP    |       |                  |                                       |   |                |           |                    |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 62 DATE 1 January 1945

SECRET

SECRET

AUTH. 62-100-1-1  
 DATE 26 Jan 1945  
 INIT

## ATTACKING POWER

## ENEMY RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.         | RESISTANCE          |               | RESULTS OF MISSION                   |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | REMARKS           |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
|                           |                   |                    |       |                       |               |                     |               | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           | 1                 |                    |       | 18/500 GP             | 4.9           | Total               | 1st-1         | 8                                    | 2  | 210            | 1         |                    | 1       |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Fair              | Mag 6-0-3  |
|                           |                   |                    |       | 8/100 HP              |               | 24390/              |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       | 9/500 GP              | 2.5           | 5000                | mid-hvy       | 32                                   | 10                                       | 109            | 14        |                    | 6       |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 6/100 HP              |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Loss 1-0-0; N/T-1  |
|                           |                   |                    |       | 8/500 GP              | 2.5           |                     | mid-hvy       | 22                                   | 2  | 109            | 1         |                    | 3       | 1                 |      |                  | 1              |           |         |                  | 1      |         | 1                 |                  |                   | Good   |
|                           |                   |                    |       | 4/260 frag            |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | all bombs mentioned were known   |
|                           |                   |                    |       | 24/500 GP             | 6.5           | Total               | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Remarks 3-0-25; N/T 0-0-1; 1 roll out; Gun Dept 1-0-0                                  |
|                           |                   |                    |       | 11/100 HP             |               | 34405/              |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 6-0-4; N/T 0-0-2   |
|                           |                   |                    |       | 24/500 GP             | 6.6           | 5000                | all           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 12/100 HP             |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 4-0-0  |
|                           |                   |                    |       | 22/500 GP             | 6.6           |                     | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 4/100 HP              |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Remarks 1-0-11; N/T 13-0-20; Remarks 2-0-13; 2 roll black; 1 roll out                  |
|                           |                   |                    |       | 7/260 frag            |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 24/500 GP             | 6.6           |                     | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 5-0-13; Flak Gun 1-0-0   |
|                           |                   |                    |       | 12/100 HP             |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 24/500 GP             | 6.3           |                     | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 4-0-3; 7 German killed   |
|                           |                   |                    |       | 2/260 frag            |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 24/500 GP             | 7.3           |                     | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 1-0-4; Mag 13-0-8  |
|                           |                   |                    |       | 10/260 frag           |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 30/500 GP             | 9.3           |                     | mid-hvy       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 2-0-0; Remarks 3-0-20; N/T-2; 3 roll out; 2 roll black; N/T 1-0-14; Flak Gun 2-0-2 |
|                           |                   |                    |       | 1/260 frag            |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   |
|                           |                   |                    |       | 28/500 GP             | 7.8           |                     | 1st-1         |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Mag 1-0-1; Remarks 0-0-0; Mag 1-0-1  |
|                           |                   |                    |       | 22/500 GP             | 5.5           | 1860/50             | 1st-1         |                                      |  |                |           |                    |         | 1                 | 1    |                  |                |           |         |                  |        |         |                   |                  |                   | Good   |
|                           |                   |                    |       | 20/500 GP             | 5.4           | 850/50              | 1st-1         |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Loss 0-0-1; Mag 0-0-1; N/T-3; Gun Dept 0-0-1   |
|                           |                   |                    |       | 9/100 HP              |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |

SECRET

Page - 2 -

SECRET Page - 2 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 62 DATE 13 July 1945

| MISSION    |                   | OBJECTIVE       | OPER. FACTORS                   |   |                        | ATTACKING POWER                              |             |                                     |                   |                           |         |                   |                    |                 |                       | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|------------|-------------------|-----------------|---------------------------------|---|------------------------|--|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|-----|-----|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE        | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |                  |               |                                       |   |                |           |                    | TOTAL TONNAGE |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 1          | 2                 | 3               | 4                               | 5                                       | 6                      | 7  | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17               | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24            |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 371        | 1145              | Support         | Enemy Vehicles<br>Q-8345        | 1220                                    | 1:35                   |  | P-47        | 11                                  | 11                | 11                        |         |                   |                    |                 | 22/500 GP             | 5.5              | 2560/50       | nil                                   |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1225              |                 |                                 | 2:00                                    | 11                     |  |             | 11                                  | 11                | 22/500 GP                 |         |                   |                    |                 | 5.6                   | 8500/50          | mid-1st-47    |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1330              |                 |                                 | 2:40                                    | 11                     |  |             | 9                                   | 9                 | 2/100 RP                  |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1445              |                 |                                 | 2:45                                    | 12                     |  |             | 12                                  | 12                | 18/500 GP                 |         |                   |                    |                 | 5.0                   | 2000/50          | mid-1st-47    |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1525              |                 |                                 | 1:55                                    | 13                     |  |             | 13                                  | 13                | 9/100 RP                  |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1600              |                 |                                 | 1:35                                    | 11                     |  |             | 13                                  | 13                | 24/500 GP                 |         |                   |                    |                 | 6.0                   | 4240/50          | mid-1st-13    |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 17         | 1120              | Precision       | Kaiserslautern Sta              | 1305                                    | 3:30                   | 12500  | P-26        | 36                                  | 36                | 30                        |         |                   |                    |                 | 16/500 GP             | 4.0              | 2714/50       | mid-1st-13                            |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  |             |                                     |                   |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  |             |                                     |                   |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  |             |                                     |                   |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  |             |                                     |                   |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            |                   |                 |                                 |   |                        |  |             |                                     |                   |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 380        | 1100              |                 | Annweiler<br>Kaiserslautern Sta | 1254                                    | 3:00                   | 11000  | P-26        | 6                                   | 6                 | 6                         |         |                   |                    |                 | 46/500 GP             | 11.5             |               | mid-1st-47                            | 1   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1040              |                 |                                 | 3:30                                    | 19                     | 17   |             | 17                                  | 110/500 GP        | 2.0                       |         |                   |                    |                 |                       | mid-1st-47       |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1050              |                 |                                 | 3:25                                    | 18                     | 18   |             | 18                                  | 70/100 RP         |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 111<br>7/8 | 0900              | The Ruess       | Pirmasens Area                  | 0920                                    | 1:45                   |  | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 0930              |                 |                                 | 1:25                                    | 2                      |  |             | 2                                   | 2                 | 430/50                    |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               | nil | 2   | 1   | 16189 | 1   |     |     |     |     |     |     |     |     |
|            | 1010              |                 |                                 | 1:45                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1120              |                 |                                 | 1:30                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1320              |                 |                                 | 1:20                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1400              |                 |                                 | 1:25                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 1435              |                 |                                 | 1:45                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
| 162<br>7/8 | 0900              | The Ruess       | Trier Area                      | 0915                                    | 1:45                   |  |             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |
|            | 0900              |                 |                                 | 1:45                                    | 2                      |  |             | 2                                   | 2                 | nil                       |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               | nil | nil | nil | nil   | nil | nil | nil | nil | nil | nil | nil | nil | nil |
|            | 1000              |                 |                                 | 1:30                                    | 2                      |  |             | 2                                   | 2                 |                           |         |                   |                    |                 |                       |                  |               |                                       |   |                |           |                    |               |     |     |     |       |     |     |     |     |     |     |     |     |     |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 62 DATE 1 January 1945

| MISSION                       |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|-------------------------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP                         | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                               |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1                             | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 162<br>T/R                    | 1800              | Tap Recon       | Area "A"                 | 1817                                    | 1:25                   |  | 7-6             | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1150              | .               | Area "B"                 | 1205                                    | 1:48                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1255              | .               | Area "C"                 | 1315                                    | 1:50                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1430              | .               | Area "D"                 | 1445                                    | 1:35                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1330              | .               | Area "E"                 | 1405                                    | 1:45                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1400              | .               | Area "F"                 | 1425                                    | 1:50                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1400              | .               | Trick Area               | 1420                                    | 1:30                   |  | .               | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
| 34<br>F/R                     | 0940              | Photo           | Hamburg Area             | 1030                                    | 2:05                   |  | 3-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 0950              | .               | London A/T               | 1045                                    | 2:00                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 0950              | .               | Block coverage           | 1030                                    | 2:00                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1150              | .               | .                        | 1230                                    | 1:40                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 0950              | .               | .                        | 1020                                    | 2:20                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 0955              | .               | .                        | 1030                                    | 2:05                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 0955              | .               | .                        | 1020                                    | 1:50                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1000              | .               | .                        | 1045                                    | 1:50                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1415              | .               | .                        | 1445                                    | 1:20                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               | 1420              | .               | A-53900                  | 1455                                    | 1:10                   |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
| 415<br>1/r                    |                   | Interdiction    |                          |   |                        |  | 7-6             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               |                   | CCI Patrol      |                          |   |                        |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               |                   | .               |                          |   |                        |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
|                               |                   | .               |                          |   |                        |  | .               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | EE            |                                       |   |                |           |                    |
| Total<br>600/2000<br>1000/300 |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  | EE            | 1                                     | 1   | 2-00           | 1         |                    |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 62 DATE 1 January 1945

SECRET

SECRET

AUTH 62-1st TAF (P)  
 DATE 26 January 1945  
 INIT \_\_\_\_\_

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                 |           |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|-----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY LOSSES  |                                      |  | LOSSES BY CAUSE |           |                    |         | CREW MEMBERS      |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22              | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                       |                    |       |                       |               |                     |               |                                      |  |                 |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 63 DATE 2 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |    |    |    |                           |    |    |    |                 |     | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |  |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|----|----|----|---------------------------|----|----|----|-----------------|-----|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|--|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |    |    |    | REASONS A/G NOT ATTACKING |    |    |    | BOMBS ON TARGET |     | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9  | 10 | 11 | 12                        | 13 | 14 | 15 | 16              | 17  | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |  |
| 30      | 0800              | Dive bomb       | Rail traffic             |   | 1:55                   |  | P-47            | 12 | 11 | 11 |                           |    |    | 1  | 14/500 GP       | 3.5 | Total            | none-ly       |                                       |   |                |           |                    |  |
|         | 0815              | "               | Bridge Q-601831          |   | 2:15                   |  | "               | 11 | 11 | 11 |                           |    |    |    | 14/500 GP       | 3.5 | 22506/           | none-ly       |                                       |   |                |           |                    |  |
|         | 0825              | "               | Enemy Vehicles           |   | 2:10                   |  | "               | 11 | 11 | 11 |                           |    |    |    | 15/500 GP       | 3.8 | 5000             | int-ly        |                                       |   |                |           |                    |  |
|         | 1120              | "               | RA tunnel L-906098       |   | 1:50                   |  | "               | 14 | 14 | 14 |                           |    |    |    | 14/500 GP       | 4.0 |                  | none-ly       |                                       |   |                |           |                    |  |
|         | 1155              | "               | Q-6357                   |   | 2:00                   |  | "               | 15 | 15 | 15 |                           |    |    |    | 14/500 GP       | 3.5 |                  | none-ly       |                                       |   |                |           |                    |  |
|         | 1555              | "               | Mining                   |   | 1:25                   |  | "               | 11 | 11 | 11 |                           |    |    |    | 16/500 GP       | 4.0 |                  | int-ly        |                                       |   |                |           |                    |  |
|         | 1425              | "               | Transport                |   | 2:00                   |  | "               | 16 | 16 | 16 |                           |    |    |    | 24/500 GP       | 6.0 |                  | int-ly        |                                       |   |                |           |                    |  |
|         | 1505              | "               | Breifort                 |   | 1:40                   |  | "               | 16 | 15 | 15 |                           |    |    | 1  | 22/500 GP       | 5.0 |                  | all           |                                       |   |                |           |                    |  |
|         | 1230              | Escort          |                          |   | 2:05                   |  | "               | 15 | 14 | 14 |                           |    |    | 1  |                 |     |                  | all           |                                       |   |                |           |                    |  |
| 34      | 0815              | Dive bomb       | Town W-2050              | 0955                                    | 3:00                   |  | P-47            | 12 | 9  | 9  |                           |    |    | 3  | 17/500 GP       | 6.3 | Total            | none-ly       |                                       |   |                |           |                    |  |
|         | 0830              | "               | Rail traffic             | 1020                                    | 2:45                   |  | "               | 12 | 9  | 9  |                           |    |    | 3  | 204/20 frag     | 2.9 | 20570/           | none-ly       |                                       |   |                |           |                    |  |
|         | 0830              | "               | London Area              |   | 2:45                   |  | "               | 9  | 9  | 9  |                           |    |    |    | 8/500 GP        |     | 30 on            | none-ly       |                                       |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    | 96/20 frag      |     |                  | none-ly       |                                       |   |                |           |                    |  |
|         | 1305              | "               | Q-645580                 | 1410                                    | 2:25                   |  | "               | 12 | 11 | 11 |                           |    |    | 1  | 12/500 GP       | 4.4 |                  | int-ly        |                                       |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    | 144/20 frag     | 7.7 |                  | int-ly        |                                       |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    | 252/20 frag     | 7.4 |                  | none-ly       |                                       |   |                |           |                    |  |
| 35      | 0755              | Area Recon      | Area "B"                 | 0830                                    | 1:55                   |  | P-47            | 10 | 10 | 10 |                           |    |    |    | 20/500 GP       | 6.3 | Total            | none-ly       |                                       |   |                |           |                    |  |
|         | 1100              | "               | Wicks Area               |   | 2:05                   |  | "               | 12 | 12 | 12 |                           |    |    |    | 10/260 frag     | 3.0 | 17293/           | int-ly        | 17                                    |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    | 10/500 GP       |     | 50 on            | int-ly        |                                       |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    | 5/260 frag      |     |                  |               |                                       |   |                |           |                    |  |
|         |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    |                 |     |                  |               |                                       |   |                |           |                    |  |

SECRET

SECRET

SECRET

AUTH. ON 1st Jan 1945

DATE 26 January 1945

INIT

REMARKS

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 43 DATE 2 January 1945

## RESULTS OF MISSION

| POWER  |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |   |                |           |                    |         |                   |      |                   |                |           |         |                  |        |   |                   |                  | CREW MEMBERS      |    |
|--------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|-------------------|----------------|-----------|---------|------------------|--------|---|-------------------|------------------|-------------------|----|
| A/C NO | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               | LOSSES BY CAUSE                      |   |                |           | CREW MEMBERS       |         |                   |      | DEGREE OF SUCCESS |                |           |         |                  |        |   |                   |                  |                   |    |
| OTHER  | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C  | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING   | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 15     | 16                    | 17            | 18                  | 19            | 20                                   | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28                | 29             | 30        | 31      | 32               | 33     | 34  | 35                | 36               | 37                | 38 |
|        | 14/500 GP             | 3.5           | Total 2586/         | mod-ly        |                                      |   |                |           |                    |         | 1                 | 1    |                   |                |           |         |                  | Good   | Shore 4-0-11; 1 plane 3-0-1; 1 rail out                           |                   |                  |                   |    |
|        | 14/500 GP             | 3.5           | 5000                | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 3-0-0; 1 plane 4-0-0; 1/T 1-1                               |                   |                  |                   |    |
|        | 16/500 GP             | 3.8           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 3-0-0; 2 rail out   |                   |                  |                   |    |
|        | 14/500 GP             | 4.0           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 11-0-10; 1/T 4-0-10; 1 rail out                             |                   |                  |                   |    |
|        | 14/500 GP             | 3.5           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | 1/T 2-0-0; 1 plane 4-0-2  |                   |                  |                   |    |
|        | 16/500 GP             | 4.0           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 4-0-0   |                   |                  |                   |    |
|        | 24/500 GP             | 6.0           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 4-0-0   |                   |                  |                   |    |
|        | 22/500 GP             | 5.5           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 11-0-0  |                   |                  |                   |    |
|        | 17/500 GP             | 6.3           | Total 2570/         | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | 1/T 2-0-0; 1 plane 1-0-0; 4 rail out; 1 plane 4-0-10              |                   |                  |                   |    |
|        | 20/500 GP             | 2.9           | 50 on               | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 4-0-10  |                   |                  |                   |    |
|        | 8/500 GP              | 2.9           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | 1/T 2-0-0; 1 plane 2-0-2; 1 plane 4-0-10                          |                   |                  |                   |    |
|        | 96/20 frag            | 4.4           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 12/500 GP             | 4.4           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 14/500 GP             | 7.7           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | 1/T 2-0-0   |                   |                  |                   |    |
|        | 25/500 GP             | 7.4           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 2-0-0   |                   |                  |                   |    |
|        | 20/500 GP             | 7.4           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 24/500 GP             | 6.6           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 18/500 GP             | 6.6           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 21/500 GP             | 6.6           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   |   |                   |                  |                   |    |
|        | 20/500 GP             | 6.3           | Total 2723/         | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 3-0-4; 1 plane 4-0-4; 1/T 1-1                               |                   |                  |                   |    |
|        | 10/500 GP             | 3.0           | 50 on               | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | 1 rail out  |                   |                  |                   |    |
|        | 5/500 GP              | 3.0           |                     | mod-ly        |                                      |   |                |           |                    |         |                   |      |                   |                |           |         |                  | Good   | Shore 3-0-20; 1 plane 3-0-1; 1/T 2-0-4; 1 plane 4-0-1; 2 rail out |                   |                  |                   |    |



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 63 DATE 2 January 1945

| MISSION |                   |                    | OBJECTIVE                    | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|--------------------|------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION    | DESCRIPTION OF OBJECTIVE     | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                    |                              |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |
| 1       | 2                 | 3                  | 4                            | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 358     | 0810              | Support            | Area "A"                     | 0840                                    | 1:55                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 6.9           | Total            | none-12-14    |                                      |   |                |           |                    |
|         | 1450              | "                  | "                            | 1520                                    | 1:50                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 11/260 frag           | 1.600/        |                  |               |                                      |   |                |           |                    |
|         | 0805              | Support & Arm Room | Hitcho                       |   | 2:05                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 GP             | 7.5           | 50 gm.           | int-14        |                                      |   |                |           |                    |
|         | 1450              | "                  | Q-6066                       | 1535                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 12/260 frag           | 9.8           | Total            | none-14       |                                      |   |                |           |                    |
|         | 1415              | "                  | Area "B"                     | 1450                                    | 2:00                   |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 14/260 frag           | 20900/        |                  |               |                                      |   |                |           |                    |
|         |                   |                    |                              |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.3           | 50 gm.           | none-14       | 1                                    |   |                |           |                    |
|         | 1135              | Escort             |                              | 1203                                    | 2:15                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 10/260 frag           |               |                  | none-14       |                                      |   |                |           |                    |
|         | 1135              | "                  |                              | 1202                                    | 2:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 20/500 GP             | 6.3           |                  | none-14-16    |                                      |   |                |           |                    |
| 373     | 0810              | Arm Room           | Homburg Area                 | 0845                                    | 2:00                   |  | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 28/500 GP             | 7.0           | 12300/50         | int-en-14     | 30                                   | 11  | FR-190         | 3         | 3                  |
|         | 0830              | Support            | Rail traffic                 | 0850                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 23/500 GP             | 5.7           | 8000/50          | all           | unk                                  | 8   | 40-109         | 3         |                    |
|         | 0830              | "                  | "                            | 0945                                    | 2:00                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.8           | 3074/50          | 140-en-14     |                                      |   | FR-190         |           |                    |
|         | 1140              | "                  | Troops Q-6255                | 1240                                    | 1:55                   |  | "               | 16                                  | 14                | 14                   |                           |                   |                    |       | 20/500 GP             | 5.0           | 2280/50          | none-14-16    | 4                                    |   |                |           |                    |
|         | 1145              | "                  | Troops Q-7938                | 1205                                    | 2:05                   |  | "               | 11                                  | 11                | 11                   |                           |                   | 2                  |       | 22/500 GP             | 5.5           | 7564/50          | none-14-16    |                                      |   | 40-109         |           |                    |
|         | 1148              | "                  | Reverville                   | 1145                                    | 1:50                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 23/500 GP             | 5.7           | 2400/50          | none-14-16    | 2                                    | 1   |                |           |                    |
|         | 1440              | "                  | Tanks Q-775428               | 1500                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.8           | 2200/50          | all           |                                      |   |                |           |                    |
|         | 1455              | "                  | Reichelsheim                 | 1525                                    | 1:50                   |  | "               | 9                                   | 9                 | 9                    |                           |                   |                    |       | 16/500 GP             | 4.8           | 3320/50          | none-14-16    |                                      |   |                |           |                    |
|         | 1415              | "                  | Tanks Q-7544                 | 1435                                    | 1:40                   |  | "               | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 22/500 GP             | 4.5           | 888/50           | all           |                                      |   |                |           |                    |
|         | 17                | 1140               | Freelance                    | Thalischweiler Arm Camp                 | 1333                   | 3:10   | 11000           | P-26                                | 17                | 15                   | 14                        |                   |                    |       | 3                     | 302/500 GP    | 26.3             |               | none-14-16                           |   |                |           |                    |
| 1140    |                   | "                  | Thalischweiler Barrocin Area | 1336                                    | 3:25                   | 10000  | "               | 24                                  | 23                | 23                   |                           |                   |                    | 1     | 328/250 GP            | 40.3          |                  | none-14-16    |                                      |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 63 DATE 2 January 1945

SECRET

SECRET

AUTH 1st TAF (1)DATE 2 January 1945UNIT 

| ENGINEERING POWER     |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |   |                |           |                    |         |                  |      |                  |                | REMARKS   |         |                  |        |         |                   |                  |                   |                   |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-------------------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO                |               | ENEMY LOSSES                         |   |                |           | LOSSES BY CAUSE    |         |                  |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |                   |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                   |
|                       |                    |       |                       |               |                     |               |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |                   |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                      | 22             | 23        | 24                 | 25      | 26               | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                |
|                       |                    |       | 22/500 GP             | 6.9           | Total               | no-10-17      |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 11/260 frag           |               | 1,3600/             |               |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       | 24/500 GP             | 7.5           | 50 ea.              | 1st-17        |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              |                   |
|                       |                    |       | 12/260 frag           |               |                     |               |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       | 32/500 GP             | 9.8           | Total               | no-17         |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 14/260 frag           |               | 20900/              |               |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 24/500 GP             | 7.3           | 50 ea.              | no-10         | 1                                    |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 10/260 frag           |               |                     |               |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       | 20/500 GP             | 6.3           |                     | no-11         |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       | 10/260 frag           |               |                     | no-10-16      |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       |                       |               |                     | no-17         |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                   |
|                       |                    |       | 22/500 GP             | 7.0           | 12360/50            | 1st-10-11     | 30                                   | 11                                      | FW-190         | 3         | 3                  | 5       | 2                |      |                  | 2              |           |         |                  |        | 1       |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 23/500 GP             | 5.7           | 8000/50             | all           | no-11                                | 8                                       | FW-190         | 3         |                    | 1       | 2                |      |                  | 2              |           |         |                  |        | 1       |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 24/500 GP             | 6.0           | 3094/50             | 1st-10-17     |                                      |   | FW-190         |           |                    | 2       |                  |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Loss 1-0-0; 1/7-1 |
| 2                     |                    |       | 20/500 GP             | 5.0           | 2280/50             | no-10-17      | 4                                    |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 22/500 GP             | 5.5           | 7560/50             | no-10-17      | 2                                    | 1                                       | FW-190         |           |                    | 1       | 1                |      |                  | 1              |           |         |                  |        | 1       |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 23/500 GP             | 5.7           | 2600/50             | no-10-18      |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 24/500 GP             | 6.0           | 2200/50             | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
|                       |                    |       | 14/500 GP             | 4.0           | 3120/50             | no-10-17      |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
| 1                     |                    |       | 22/500 GP             | 4.5           | 1000/50             | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
| 3                     |                    |       | 22/500 GP             | 26.3          |                     | no-10-17      |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |
| 1                     |                    |       | 32/250 GP             | 46.3          |                     | no-10         |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Loss 1-0-0; 1/7-1 |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 43 DATE 2 January 1945

| MISSION    |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |  |
|------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|--|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |
|            |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |  |
| 1          | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |  |
| 320        | 1050              | Precision       | Munnscheller             | 1246                                    | 3:40                   | 11000  | B-26            | 18                                  | 18                | 18                   |                           |                   |                    |       | 143/500 GP            | 35.7          |                  |               |                                       |   |                |           |                    |  |
|            | 1040              | "               | "                        | 1040                                    | 3:20                   | 11000  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       | 30/100 GP             | 1.5           |                  |               |                                       |   |                |           |                    |  |
|            | 1040              | "               | "                        | 1040                                    | 3:20                   | 12000  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       | 674/200 GP            | 33.7          |                  |               |                                       |   |                |           |                    |  |
| 111<br>T/R | 0830              | Tac Recon       | Zweibrucken Area         | 0900                                    | 1:20                   |  | F-6             |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 0840              | "               | Frankfurt Area           | 0900                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       | 15  |                |           |                    |  |
|            | 0850              | "               | Saarbrucken Area         | 0910                                    | 1:25                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 0930              | "               | Bitsche Area             | 0945                                    | 2:00                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1100              | "               | Saarbrucken Area         | 1115                                    | 1:15                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1115              | "               | Karlsruhe Area           | 1135                                    | 1:00                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1230              | "               | Bitsche Area             | 1245                                    | 1:40                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 00/50            |               | 4                                     | 1   | A-109          |           | 1                  |  |
|            | 1340              | "               | Mainz Area               | 1400                                    | 1:55                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1345              | "               | Homburg Area             | 1400                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1420              | "               | Homburg Area             | 1435                                    | 1:30                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1445              | "               | Homburg Area             | 1500                                    | 1:40                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 1545              | "               | Bitsche Area             | 1600                                    | 1:30                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            | 162<br>T/R        | 0800            | Tac Recon                | Area "D"                                | 0815                   | 1:55   |                 | F-6                                 |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
|            |                   | 0900            | "                        | "A"                                     | 0930                   | 1:10   |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1000       |                   | "               | "C"                      | 1020                                    | 2:25                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 420/50           |               | 1                                     | 2   | A-109          |           | 1                  |  |
| 1030       |                   | "               | "E"                      | 1105                                    | 1:30                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1100       |                   | "               | "G"                      | 1115                                    | 1:30                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1130       |                   | "               | "A"                      | 1145                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 100/50           |               |                                       |   |                |           |                    |  |
| 1130       |                   | "               | "D"                      | 1200                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 440/50           |               |                                       |   |                |           |                    |  |
| 1200       |                   | "               | B-1250 Area              | 1220                                    | 1:15                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1330       |                   | "               | Area "A"                 | 1340                                    | 1:10                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1400       |                   | "               | "C"                      | 1420                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1400       |                   | "               | "E"                      | 1435                                    | 1:45                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |
| 1455       |                   | "               | "G"                      | 1455                                    | 1:30                   |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |  |

SECRET Page - 3 -

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. 63 DATE 3 January 1945

**SECRET**

~~SECRET~~

AUTH ~~CO. 1st T-4 (T)~~  
DATE ~~21 January 1945~~  
INIT

[illegible]

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 43 DATE 21 JUL 50

| MISSION    |                                      | OBJECTIVE       | OPER. FACTORS            |  |                        | ATTACKING POWER                             |             |                                     |                   |                           |         |                   |                    |                 |       | ENEMY RESISTANCE |                                      |  |                |
|------------|--------------------------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-------|------------------|--------------------------------------|--|----------------|
| GROUP      | TIME OF TAKE OFF                     | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE |
|            |                                      |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE |                 |       |                  |                                      |  |                |
| 34<br>P/N  | 1205<br>1105<br>1110<br>1105<br>1350 | Flare           | Gopplagen                | 1330                                   | 1:15                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
|            |                                      |                 | Q-3083                   | 1130                                   | 1:20                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
|            |                                      |                 | R-4654                   | 1130                                   | 1:55                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
|            |                                      |                 | R-3638                   | 1120                                   | 1:35                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
|            |                                      |                 | R-3638                   | 1125                                   | 1:45                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
|            |                                      |                 | Like R-336206            | 1420                                   | 1:40                   |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |
| 415<br>R/N |                                      | CCI Patrol      | Hicks-Savane Area        |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 |       |                  |                                      |  |                |

SECRET



SECRET

SECRET

AUTH. ~~SECRET~~ (S)DATE ~~21 January 1945~~

INIT \_\_\_\_\_

REMARKS

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 43 DATE 21 January 1945

## RESULTS OF MISSION

| OPERATION NO. 1           |    |    |    |                       |    |   |    |              |    | RESULTS OF MISSION    |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|---------------------------|----|----|----|-----------------------|----|---|----|--------------|----|-----------------------|----|---------------|----|---------------------|----|-----------------|----|--------------------------------------|----|---|----|----------------|----|-----------|----|--------------------|--|---------|--|-------------------|--|------|--|------------------|--|----------------|--|-----------|--|---------|--|------------------|--|--------|--|---------|--|-------------------|--|------------------|--|-------------------|--|
| ATTACKING POWER           |    |    |    | ENEMY RESISTANCE      |    | ENEMY LOSSES                              |    |              |    |                       |    |               |    |                     |    | LOSSES BY CAUSE |    | CREW MEMBERS                         |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
| REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET       |    | AMMO.                                     |    | ENEMY LOSSES |    |                       |    |               |    |                     |    |                 |    | LOSSES BY CAUSE                      |    | CREW MEMBERS                              |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    | NUMBER, TYPE & WEIGHT |    | AMMUNITION EXPENDED                       |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    | TOTAL TONNAGE         |    | ANTI-AIRCRAFT                             |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED      |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | LOSSES BY TYPE                            |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | DESTROYED                                 |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | PROBABLY DESTROYED                        |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | DAMAGED                                   |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | TOTAL U.S. LOSSES                         |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | FLAK                                      |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | FLAK & ENEMY A/C                          |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | ENEMY AIRCRAFT                            |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | ACCIDENTS                                 |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | UNKNOWN                                   |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | AIRCRAFT DAMAGED                          |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | KILLED                                    |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | MISSING                                   |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | WOUNDED SERIOUSLY                         |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | WOUNDED SLIGHTLY                          |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
|                           |    |    |    |                       |    | DEGREE OF SUCCESS                         |    |              |    |                       |    |               |    |                     |    |                 |    |                                      |    |   |    |                |    |           |    |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |
| WEATHER                   |    |    |    | PERSONNEL FAILURE     |    | MECHANICAL FAILURE                        |    | OTHER        |    | NUMBER, TYPE & WEIGHT |    | TOTAL TONNAGE |    | AMMUNITION EXPENDED |    | ANTI-AIRCRAFT   |    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |    | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |    | LOSSES BY TYPE |    | DESTROYED |    | PROBABLY DESTROYED |  | DAMAGED |  | TOTAL U.S. LOSSES |  | FLAK |  | FLAK & ENEMY A/C |  | ENEMY AIRCRAFT |  | ACCIDENTS |  | UNKNOWN |  | AIRCRAFT DAMAGED |  | KILLED |  | MISSING |  | WOUNDED SERIOUSLY |  | WOUNDED SLIGHTLY |  | DEGREE OF SUCCESS |  |
| 12                        | 13 | 14 | 15 | 16                    | 17 | 18  | 19 | 20           | 21 | 22                    | 23 | 24            | 25 | 26                  | 27 | 28              | 29 | 30                                   | 31 | 32  | 33 | 34             | 35 | 36        | 37 |                    |  |         |  |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 4 DATE 3 JAN 1945

| MISSION |                   |                 | OBJECTIVE<br><br>DESCRIPTION OF OBJECTIVE | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |      |               | ENEMY RESISTANCE                     |  | ENEMY LOSSES BY TYPE<br>DESTROYED |       |    |    |    |
|---------|-------------------|-----------------|---|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|------|---------------|--------------------------------------|--|-----------------------------------|-------|----|----|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION |   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET | AMMO | ANT.-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED |                                   |       |    |    |    |
|         |                   |                 |   |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE |                 |      |               |                                      |  |                                   | OTHER |    |    |    |
| 1       | 2                 | 3               | 4   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16   | 17            | 18                                   | 19                                       | 20                                | 21    | 22 | 23 | 24 |
| 415     |                   | Intruder        |   |   |                        |  | Boeing          | 1                                   | 1                 |                      |                           |                   | 1                  |                 |      |               |                                      |  |                                   |       |    |    |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 64 DATE 3 January 1945

SECRET

SECRET

AUTH CO, 1st TAF (P)DATE 26 January 1945

INIT \_\_\_\_\_

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |    |   |                |              |                    |         |                   | REMARKS |                  |                |                  |              |    |        |                   |                   |                  |    |  |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|----|---|----------------|--------------|--------------------|---------|-------------------|---------|------------------|----------------|------------------|--------------|----|--------|-------------------|-------------------|------------------|----|--|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |    | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |                | ENEMY LOSSES |                    |         | LOSSES BY CAUSE   |         |                  |                | AIRCRAFT DAMAGED | CREW MEMBERS |    |        | DEGREE OF SUCCESS |                   |                  |    |  |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                      |    |   | LOSSES BY TYPE | DESTROYED    | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK    | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS        | UNKNOWN      |    | KILLED | MISSING           | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |  |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21 | 22  | 23             | 24           | 25                 | 26      | 27                | 28      | 29               | 30             | 31               | 32           | 33 | 34     | 35                | 36                | 37               | 38 |  |
|                       |                    |       |                       |               |                     |               |                                      |    |   |                |              |                    |         |                   |         |                  |                |                  |              |    |        |                   |                   |                  |    |  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 45 DATE 4 January 1943

| OPERATION - NO 45 |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | DATE 1 Jan 7 1943     |               |                  |                  |                                      |  |                |           |                    |  |
|-------------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|--|
| MISSION           |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                  |                                      | ENEMY LOSSES                             |                |           |                    |  |
| GROUP             | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |  |
|                   |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |
| 1                 | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19               | 20                                   | 21                                       | 22             | 23        | 24                 |  |
| 50                | 1225              | Dive bomb       | M Junction 4779507       |   | 1:10                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 6/500 GP              | 1.5           | Total            | Int-aa-18        |                                      |  |                |           |                    |  |
|                   | 1245              | "               | M Junction 47854         |   | 2:00                   |  | "               | 12                                  | 12                | 9                    |                           |                   |                    |       | 12/500 GP             | 3.0           | 1269/50          | Int-aa-18        |                                      |  |                |           |                    |  |
|                   | 1315              | "               | Bivouac Area             |   | 1:45                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 14/500 GP             | 3.5           | 50 ea            | Int-aa-18        |                                      |  |                |           |                    |  |
| 324               | 1440              | Sweep           | Bitch Area               | 1530                                    | 1:20                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 16/500 GP             | 4.0           | 3200/50          | Int-18           |                                      |  |                |           |                    |  |
|                   | 1445              | Dive bomb       | Bitch                    | 1540                                    | 1:35                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 22/500 GP             | 8.2           | 2900/50          | Int-18           |                                      |  |                |           |                    |  |
|                   | 1525              | "               | Lighter                  | 1610                                    | 1:20                   |  | "               | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 26/20 frag            |               | 50 ea.           | Int-18           |                                      |  |                |           |                    |  |
| 358               | 1235              | Arm Recon       | Searguineas              | 1330                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.2           | 2800/50          | Int-18           |                                      |  |                |           |                    |  |
|                   | 1240              | Support         | Searguineas              | 1310                                    | 2:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.8           | 2800/50          | Int-18           |                                      |  |                |           |                    |  |
|                   | 1035              | "               | Bitch Area               | 1102                                    | 1:45                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 11/260 frag           | 7.8           | 150/50           | Int-18           |                                      |  |                |           |                    |  |
|                   | 1335              | "               | Hagen                    | 1403                                    | 1:50                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 11/260 frag           | 7.3           | 50 ea            | Int-18           |                                      |  |                |           |                    |  |
|                   |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 22/500 GP             |               |                  | Int-18           |                                      |  |                |           |                    |  |
|                   |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 11/260 frag           |               |                  |                  |                                      |  |                |           |                    |  |
| 371               | 1520              | Dive bomb       | Bitch                    | 1535                                    | 1:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           | 2680/50          | Int-aa-18        |                                      |  |                |           |                    |  |
|                   | 1315              | Support         | Searguineas              | 1325                                    | 1:20                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           |                  | Int-aa-18        |                                      |  |                |           |                    |  |
|                   | 1250              | "               | Mouthhouse               | 1325                                    | 1:25                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           | 3,76/50          | Int-aa-18        |                                      |  |                |           |                    |  |
|                   | 1320              | "               | Bitch                    | 1345                                    | 1:25                   |  | "               | 12                                  | 10                | 10                   |                           |                   |                    |       | 20/500 GP             | 5.0           | 1800/50          | Int-aa-18        |                                      |  |                |           |                    |  |
| 111               | 1400              | Tan Recon       | Bitch Area               | 1410                                    | 2:05                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Int-aa-18        |                                      |  |                |           |                    |  |
| T/R               | 1500              | "               |                          |   | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Int-aa-18        |                                      |  |                |           |                    |  |
| 162               | 1500              | "               | Area "G"                 |   | 1:45                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    | 2     |                       |               |                  | all              |                                      |  |                |           |                    |  |
| T/R               |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  | all              |                                      |  |                |           |                    |  |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 45 DATE 4 January 1945

SECRET

AUTH. CO. 1st Lt. (P)DATE 26 January 1945

INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |   |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|---|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.            |                     |                    |                                      |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |   |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38  |
|                           |                   |                    |       | 6/500 GP              | 1.5              | Total               | int-aa-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 2       |         |                   |                  | Fair              | Bldg 2-0-0  |
|                           |                   |                    | 3     | 12/500 GP             | 3.0              | 12695/              | int-aa-hy          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  | Fair              | Bldg 3-0-3; loss 0-0-1; 11th Ave 0-0-6; M/T 4-0-6; 1 rail cut |
|                           |                   |                    |       | 14/500 GP             | 3.5              |                     | int-in-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  | V. Good           |   |
|                           |                   |                    |       |                       |                  | 3200/50             | int-lt             |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 4       |         |                   |                  | V. Good           |   |
|                           |                   |                    |       | 16/500 GP             | 4.0              | Total               | int-lt             |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  | Good              | Bldg 13-0-0   |
|                           |                   |                    | 1     | 22/500 GP             | 8.2              | 2900/               | 2 1 1              |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              |   |
|                           |                   |                    |       | 264/20 frag           |                  | 50 ea.              |                    |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       | 24/500 GP/12/260 frag | 7.8              | 400/50              | med-hy             |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Uncn  |
|                           |                   |                    |       | 24/500 GP             | 7.8              | Total               | int-lt             |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Uncn  |
|                           |                   |                    |       | 11/260 frag           |                  | 150/50              |                    |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       | 24/500 GP             | 7.0              | 50 ea.              | lt                 |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Uncn  |
|                           |                   |                    | 1     | 11/260 frag           |                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  |                   | Uncn  |
|                           |                   |                    |       | 22/500 GP             | 7.3              |                     | int-lt             |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       | 11/260 frag           |                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       | 24/500 GP             | 6.0              | 2688/50             | med-in-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Fair  |
|                           |                   |                    |       | 24/500 GP             | 6.0              |                     | int-aa-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Good  |
|                           |                   |                    |       | 24/500 GP             | 6.0              | 3,76/50             | med-in-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   | Good  |
|                           |                   |                    | 2     | 20/500 GP             | 5.0              | 1800/50             | int-aa-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  |                   | Uncn  |
|                           |                   |                    |       |                       |                  |                     | med-in-lt          |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | all                |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | all                |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS REPORT FORM 34

OPERATION NO. 46 DATE 5 January 1945

| MISSION |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                          |               | ENEMY RESISTANCE |               |                                      |  | ENEMY LOSSES   |           |                    |
|---------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET          |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT    | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1       | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                       | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 50      | 1115              | Dive bomb           | G-8289                   |   | 1:50                   |  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 14/500 GP                | 3.5           | Total            | none-12-11    |                                      |  |                |           |                    |
|         | 1150              | "                   | R-034675                 |   | 2:10                   |  | "               | 12                                  | 10                | 8                    |                           |                   |                    | 2     | 12/500 GP                | 3.0           | 11665/30 on      | all           |                                      |  |                |           |                    |
|         | 1130              | "                   | Rail traffic             |   | 2:20                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 16/500 GP                | 4.0           |                  | none-12-11    |                                      |  |                |           |                    |
|         | 1130              | "                   |                          |   | 1:30                   |  | "               | 14                                  |                   |                      | 14                        |                   |                    |       |                          |               |                  | all           |                                      |  |                |           |                    |
| 324     | 0845              | Dive bomb           | Tanks                    | 0930                                    | 2:15                   | 3000   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP                | 8.2           | Total            | 12-11         |                                      |  |                |           |                    |
|         | 0930              | "                   | Althelm                  | 1036                                    | 1:55                   | 500  | "               | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 24/20 frag<br>14/500 GP  | 5.2           | 22510/           | 1st-co-ly     |                                      |  |                |           |                    |
|         | 0935              | "                   | G-645600                 | 1045                                    | 1:50                   | 3000   | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 168/20 frag<br>22/500 GP | 8.2           | 30 on            | 1st-12        |                                      |  |                |           |                    |
|         | 1245              | "                   | Stirling                 | 1345                                    | 1:45                   | 1500   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 24/20 frag               |               |                  |               |                                      |  |                |           |                    |
|         | 1315              | "                   | Mitche                   | 1445                                    | 2:15                   | 3000   | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 16/500 GP                | 4.0           |                  | none - by     |                                      |  |                |           |                    |
|         | 1320              | "                   | Barge R-113073           | 1407                                    | 2:30                   | 450  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 22/500 GP<br>16/500 GP   | 5.5<br>4.0    |                  | none-12       |                                      |  |                |           |                    |
| 358     | 0940              | Arm Recon           | Firmament                | 1020                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP<br>12/240 frag | 7.6           | 4650/30          | 1st- by       |                                      |  |                |           |                    |
|         | 1335              | Support             | Seelbroschen             | 1415                                    | 1:55                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP<br>12/240 frag | 7.6           | 5200/30          | 1st - by      |                                      |  |                |           |                    |
|         | 0950              | Support & Arm Recon | Bridge R-136095          |   | 2:30                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 18/500 GP<br>9/240 frag  | 5.6           | Total            | 1st-by        |                                      |  |                |           |                    |
|         | 1800              | "                   | London Area              |   | 2:30                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 22/500 GP<br>8/240 frag  | 6.5           | 12505/           | 1st-co-12     |                                      |  |                |           |                    |
|         | 1230              | "                   | Althelm Area             | 1350                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP<br>12/240 frag | 7.6           | 5000             | 1st-by        |                                      |  |                |           |                    |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 46 DATE 5 January 1945

AUTH 1st TACAF (P)DATE 26 January 1945

INIT \_\_\_\_\_

## ATTACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

REASONS A/C  
NOT ATTACKINGBOMBS ON  
TARGET

## AMMO.

## ENEMY LOSSES

LOSSES BY  
CAUSECREW  
MEMBERS

| WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS | REMARKS                           |
|---------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------------------------------|
| 2       | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                                |
|         |                   |                    |       | 14/500 GP             | 3.5           | Total               | none in 1st   |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Four              |                                   |
|         |                   |                    |       | 12/500 GP             | 3.0           | 11665/              | all           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/T 1-0-0; Barges 20-0-15; 2      |
|         |                   |                    |       | 16/500 GP             | 4.0           | 30 on               | none in 1st   |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | rail cuts; 1 good block           |
|         |                   |                    |       |                       |               |                     | all           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                   |
|         |                   |                    |       | 22/500 GP             | 8.2           | Total               | 1st-1st       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 3      |         |                   |                  | Uncle             |                                   |
|         |                   |                    |       | 264/20 frag           | 5.2           | 22510/              | 1st-2nd by    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 3      |         |                   |                  | Uncle             |                                   |
|         |                   |                    |       | 14/500 GP             | 5.2           | 30 on               | 1st-1st       |                                      |  |                |           |                    |         | 1                 |      |                  |                | 1         |         |                  |        | 1       |                   |                  | Good              | Tank 0-0-1                        |
|         |                   |                    |       | 160/20 frag           | 8.2           |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Blkg 8-0-8; 1 rail cut            |
|         |                   |                    |       | 22/500 GP             | 4.0           |                     | none - by     |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Uncle             | Barges 3-0-0                      |
|         |                   |                    |       | 264/20 frag           | 5.5           |                     | mod-1st       |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              |                                   |
|         |                   |                    |       | 16/500 GP             | 4.0           |                     | none-1st      |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 0-0-3; Barges 8-0-24; 144    |
|         |                   |                    |       | 24/500 GP             | 7.6           | 4654/30             | 1st - by      |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | 3-0-0; M/T 0-0-1; Gun Impl 0-0-1; |
|         |                   |                    |       | 12/260 frag           |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Uncle             | Ball cuts 4                       |
|         |                   |                    |       | 24/500 GP             | 7.6           | 5200/30             | 1st - by      |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Uncle             |                                   |
|         |                   |                    |       | 12/260 frag           |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Uncle             |                                   |
|         |                   |                    |       | 18/500 GP             | 5.6           | Total               | 1st-by        |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/T 6-0-10                        |
|         |                   |                    |       | 9/260 frag            | 6.5           | 1250/               | 1st-2nd-1st   |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   |                  | Good              |                                   |
|         |                   |                    |       | 22/500 GP             |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Uncle             | Gun Impl 0-0-1                    |
|         |                   |                    |       | 8/260 frag            |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 3      |         |                   |                  |                   |                                   |
|         |                   |                    |       | 24/500 GP             | 7.6           | 5000                | 1st-by        |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                   |
|         |                   |                    |       | 12/260 frag           |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS REPORT FORM 34

OPERATION NO. 66 DATE 5 January 1945

| MISSION |                  |                     | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                          |               | ENEMY RESISTANCE |               |                                      |   | ENEMY LOSSES   |           |                    |
|---------|------------------|---------------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET          |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                     |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT    | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |
| 1       | 2                | 3                   | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                       | 17            | 18               | 19            | 20                                   | 21                                      | 22             | 23        |                    |
| 358     | 1330             | Support & Arm Recon | Bitsch Area              | 1355                                   | 2:10                   |   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP<br>11/260 frag | 6.9           |                  | Int-ly        |                                      |   |                |           |                    |
| 371     | 1045             | Arm Recon           | Saarbrücken Area         | 1115                                   | 2:25                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP                | 6.0           | 5000/50          | Int-ly        |                                      |   |                |           |                    |
|         | 1055             | Support             | Saargemündes Area        | 1130                                   | 2:00                   |   | .               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP                | 6.0           | 4240/50          | Int-ly        |                                      |   |                |           |                    |
|         | 1320             | Arm Recon           | Bitsch Area              | 1425                                   | 1:40                   |   | .               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP                | 6.0           | 520/50           | Int-ly        |                                      |   |                |           |                    |
|         | 1410             | Sweep               | Bitsch Area              | 1500                                   | 2:00                   |   | .               | 24                                  | 24                | 23                   |                           |                   |                    | 1 2   | 24/500 GP                | 6.0           | 5804/50          | Int-ly        | 25                                   | 7                                       | 7              | 4         |                    |
| 111     | 0830             | Tac Recon           | Firmans Area             | 0835                                   | 1:50                   |   | P-4             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  |               |                                      |   |                |           |                    |
| T/R     | 0835             | .                   | Heidelberg Area          | 0900                                   | 1:40                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               | 180/50           | Int-ly        |                                      |   |                |           |                    |
|         | 0925             | .                   | Bitsch Area              | 0940                                   | 1:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1000             | .                   | Homburg Area             | 1015                                   | 2:25                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1045             | .                   | Saarbrücken Area         | 1110                                   | 2:00                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1120             | .                   | Mannheim Area            | 1135                                   | 1:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1200             | .                   | Firmans Area             | 1245                                   | 1:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1215             | .                   | Saarbrücken Area         | 1230                                   | 1:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1300             | .                   | Saarbrücken Area         | 1315                                   | 1:25                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1305             | .                   | Firmans Area             | 1345                                   | 2:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1305             | .                   | Homburg Area             | 1405                                   | 2:10                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1515             | .                   | Strasbourg Area          | 1540                                   | 1:00                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1525             | .                   |                          |  | 1:45                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
| 142     | 0900             | Tac Recon           | Area "D"                 | 0920                                   | 1:20                   |   | P-4             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  |               |                                      |   |                |           |                    |
| T/R     | 0930             | .                   | Area "A"                 | 0930                                   | 1:30                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1030             | .                   | Area "D"                 | 1050                                   | 2:10                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1030             | .                   | Area "F"                 | 1055                                   | 1:25                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |
|         | 1100             | .                   | Area "G"                 | 1115                                   | 1:15                   |   | .               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                          |               |                  | Int-ly        |                                      |   |                |           |                    |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 44 DATE 5 January 1945

| MISSION    |                   |                 | OBJECTIVE  | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |               |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|------------|-------------------|-----------------|--|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|            |                   |                 |  |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           |                    | TOTAL TONNAGE |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 1          | 2                 | 3               | 4  | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 162<br>T/R | 1130              | Tac Recon       | Area "A"   | 1150                                    | 2:00                   |  | 7-6             | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  | E                                    | E  | E              | E         | E                  | E             |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|            | 1225              |                 |  | 1240                                    | 1:45                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |   |
|            | 1330              |                 |  | 1350                                    | 2:00                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |   |
|            | 1400              |                 |  | 1430                                    | 1:30                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |   |
|            | 1345              |                 |  | 1410                                    | 1:45                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |   |
|            | 1430              |                 |  | 1455                                    | 1:30                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
|            | 1445              |                 |  | 1503                                    | 1:30                   |  | 2               | 2                                   | 2                 | 2                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2<br>P/R   | 1155              | Photo           | RR - 072348<br>RR bridge 268276<br>Camp A-232552<br>Camp Q-094718<br>Block coverage<br>A/T Hamburg<br>Block coverage | 1230                                    | 1:45                   |  | 7-5             | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  | E                                    | E  | E              | E         | E                  | E             |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|            | 1345              |                 |  | 1415                                    | 1:25                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1235              |                 |  | 1300                                    | 1:25                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1230              |                 |  | 1330                                    | 1:20                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1235              |                 |  | 1255                                    | 1:00                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1210              |                 |  | 1230                                    | 1:30                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1205              |                 |  | 1230                                    | 1:25                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1200              |                 |  | 1245                                    | 2:00                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |
|            | 1220              |                 |  | 1240                                    | 1:15                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |   |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 66 DATE 5 January 1945

SECRET

SECRET

AUTH CDL 300 7-100-7  
 DATE 25 January 1945  
 INIT

| ENGINE POWER         |       |                       |               | ENEMY RESISTANCE    |                  | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |           |         | REMARKS          |         |        |         |                   |                  |                   |
|----------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|--------|---------|-------------------|------------------|-------------------|
| ENGINES A/C TRACKING |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  | REMARKS |        |         |                   |                  |                   |
| MECHANICAL FAILURE   | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED |         | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 14                   | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33      | 34     | 35      | 36                | 37               | 38                |
|                      |       |                       |               |                     | EEEEEE           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |        |         |                   |                  |                   |

SECRET - 3 -

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 67 DATE 6 January 1945

| MISSION |                   |                          | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |       | ENEMY LOSSES  |                                      |   |                |           |                    |
|---------|-------------------|--------------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION          | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                          |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                      |   |                |           |                    |
| 1       | 2                 | 3                        | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 111     | 1515              | Rec Recon Karlsruhe Area |                          | 1545                                    | 1:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | 1st-15        |                                      |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 67 DATE 6 February 1945

SECRET

SECRET

AUTH CG, 1st TACAF (P)DATE 26 January 1945

INIT \_\_\_\_\_

| ATTACKING POWER      |                           |                   |                    |                 | ENEMY RESISTANCE      |               | RESULTS OF MISSION                   |  |               |                     |                |                 |                    |         |                   |      |                  |                   | REMARKS        |           |         |                  |        |         |                   |                  |    |
|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|---------------|--------------------------------------|--|---------------|---------------------|----------------|-----------------|--------------------|---------|-------------------|------|------------------|-------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|----|
| NO. OF A/C ATTACKING | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET | AMMO.                 | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES  |                     |                | LOSSES BY CAUSE |                    |         | CREW MEMBERS      |      |                  | DEGREE OF SUCCESS |                |           |         |                  |        |         |                   |                  |    |
|                      | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |               |                                      |  | TOTAL TONNAGE | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C |                   | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |    |
| 1                    | 12                        | 13                | 14                 | 15              | 16                    | 17            | 18                                   | 19                                       | 20            | 21                  | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29                | 30             | 31        | 32      | 33               | 34     | 35      | 36                | 37               | 38 |
|                      |                           |                   |                    |                 |                       |               |                                      |  |               |                     |                |                 |                    |         |                   |      |                  |                   |                |           |         |                  |        |         |                   |                  |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS REPORT FORM 34

OPERATION NO 68 DATE 7 JAN 1953

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  |                        | ATTACKING POWER                             |             |                                     |                   |                      |                           |                   |                    |       |                       | ENEMY RESISTANCE |       |                  |                                      |  |                |           |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|-------|------------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO. | ENEMY RESISTANCE |                                      |  |                |           |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    |       | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENGOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17               | 18    | 19               | 20                                   | 21                                       | 22             | 23        |
| 32      | 1110             | Dive Bomb       | Troops                   | 1150                                   | 1:30                   | 2000  | P-47        | 8                                   | 4                 | 4                    |                           |                   |                    |       | 3 1                   | 8/500 GP         | 2.0   | 1500/50          | 120-0                                |  |                |           |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 68 DATE 7 January 1945

SECRET

SECRET  
 AUTH. 6th Air Force (P)  
 DATE 26 January 1945  
 INIT \_\_\_\_\_

| ENGINE POWER            |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                      |   |                |           |                    |                    |                   |      |                  |                 |           |         |                  |        | REMARKS |                   |                  |                   |           |
|-------------------------|-------|-----------------------|---------------|---------------------|---------------|---|---|----------------|-----------|--------------------|--------------------|-------------------|------|------------------|-----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------|
| MOTORS A/C<br>ATTACKING |       | BOMBS ON<br>TARGET    |               | AMMO.               |               |   | ENEMY LOSSES                                |                |           |                    | LOSSES BY<br>CAUSE |                   |      |                  | CREW<br>MEMBERS |           |         |                  |        |         |                   |                  |                   |           |
| MECHANICAL FAILURE      | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED            | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT  | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |           |
| 14                      | 15    | 16                    | 17            | 18                  | 19            | 20                                      | 21  | 22             | 23        | 24                 | 25                 | 26                | 27   | 28               | 29              | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38        |
| 3                       | 1     | 4/500 GP              | 2.0           | 2300/50             | 1st-4         |   |   |                |           |                    |                    |                   |      |                  |                 |           |         | 1                |        |         |                   |                  | Good              | N/T 7-0-3 |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 60 DATE 8 January 1945

| MISSION    |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                              |                |           |                    |
|------------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|            |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |
| 1          | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 324        | 0800              | Dive Bomb           | Diebolshelm Area         | 0850                                    | 2:00                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 22/500 GP             | 5.5           | Total            | none-18       |                                      |   |                |           |                    |
|            | 0830              | "                   | Monterhayen Area         | 0950                                    | 1:50                   | 3000   | "               | 15                                  | 11                | 10                   |                           |                   |                    | 2     | 20/500 GP             | 5.0           | 7610/            | all           |                                      |   |                |           |                    |
|            | 0840              | "                   | Ludwigswinkel Area       | 0940                                    | 1:25                   | 2000   | "               | 8                                   | 7                 | 5                    |                           |                   |                    | 2     | 10/500 GP             | 2.5           | 50 GP            | none-18       |                                      |   |                |           |                    |
|            | 1150              | "                   | Obernach Area            | 1235                                    | 1:40                   | 2000   | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                  | none-18       |                                      |   |                |           |                    |
| 358        | 0915              | Arm Recon           | Ritch Area               | 0950                                    | 2:05                   |  | P-47            | 12                                  | 9                 | 9                    |                           |                   |                    | 2     | 18/500 GP             | 5.7           | 14325/50         | Int-18        |                                      |   |                |           |                    |
|            | 0925              | Support & Arm Recon | Bridge R-1310            | 1000                                    | 1:20                   |  | "               | 6                                   | 6                 | 6                    |                           |                   |                    |       | 9/260 Tracer          |               | 200/50           | all           | 13                                   |   |                |           |                    |
| 111<br>T/H | 0830              | Tan Recon           | Colmar Area              | 0910                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | none-18-19    |                                      |   |                |           |                    |
|            | 0900              | "                   | Strasbourg Area          | 0915                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 840/500 GP    | Int-18                               |   |                |           |                    |
|            | 1010              | "                   | Pirmasens Area           | 1025                                    | 1:50                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | all           |                                      |   |                |           |                    |
|            | 1030              | "                   | Strasbourg Area          | 1110                                    | 2:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | none-18-19    |                                      |   |                |           |                    |
|            | 1100              | "                   | Seckbach Area            | 1115                                    | 1:20                   |  | "               | 2                                   | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  | none-18-19    |                                      |   |                |           |                    |
| 168        | 1045              | Tan Recon           | Hamburg Area             | 1100                                    | 1:50                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | all           |                                      |   |                |           |                    |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 70 DATE 9 January 1945

| MISSION |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                     | ENEMY LOSSES  |                                       |   |                |           |                    |         |
|---------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/G ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |         |
| 1       | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 30      | 1240              | Dive bomb           | N/Y R-304838             |   | 2:25                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   | 1                  |       | 14/500 GP             | 3.8           | 200/50              | all           |                                       |   |                |           |                    |         |
|         | 1320              | "                   | Barge R-549770           |   | 2:00                   |  | "               | 11                                  | 7                 | 7                    |                           |                   | 4                  |       | 7/100 WP              | 1.8           |                     | int-in-18     |                                       |   |                |           |                    |         |
|         | 1435              | "                   | Restall                  |   | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 2/100 WP              | 4.0           |                     | med-in-18     |                                       |   |                |           |                    |         |
| 324     | 1315              | Dive bomb           | N/Y Restall              | 1505                                    | 2:15                   | 4000   | P-47            | 8                                   | 7                 | 7                    |                           |                   | 1                  |       | 14/500 GP             | 3.5           | 2160/50             | med-hy        |                                       |   |                |           |                    |         |
|         | 1320              | "                   | J-1074                   | 1435                                    | 1:45                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           |                     | all           |                                       |   |                |           |                    |         |
|         | 1345              | "                   |                          |   | 1:00                   |  | "               | 8                                   |                   |                      | 8                         |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |         |
| 350     | 1305              | Arm Recon           | Area "2"                 | 1350                                    | 2:15                   |  | P-47            | 10                                  | 9                 | 9                    |                           |                   | 1                  |       | 12/500 GP             | 3.6           | 2060/50             | int-hy        |                                       |   |                |           |                    |         |
|         | 1435              | Support             | Wals Area                | 1440                                    | 1:40                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 5/260 frag            |               |                     | med-in-18     | 20                                    | 7   | med-109        | 5         |                    |         |
|         | 1445              | Support & Arm Recon | N/Y Restall              | 1600                                    | 2:15                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 2/500 GP              | 6.0           | 8000/50             | med-in-18     |                                       |   |                |           |                    |         |
|         | 1310              | "                   | N/Y R-8054               | 1335                                    | 2:05                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 11/100 WP             | 4.3           | 4425/50 GP          | med-18        |                                       |   |                |           |                    |         |
| 371     | 1340              | Arm Recon           | London Area              |   | 1:35                   |  | P-47            | 11                                  |                   |                      | 11                        |                   |                    |       |                       |               |                     | all           |                                       |   |                |           |                    |         |
|         | 1305              | Dive bomb           | Rail traffic             | 1335                                    | 2:40                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           |                     | med-in-18     |                                       |   |                |           |                    |         |
|         | 1335              | "                   |                          | 1420                                    | 1:35                   |  | "               | 11                                  | 10                | 10                   |                           |                   | 1                  |       | 20/500 GP             | 5.0           | 600/50              | med-in-18     |                                       |   |                |           |                    |         |
| 162     | 1315              | Tac Recon           | Area "C"                 | 1335                                    | 1:05                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | all           |                                       |   |                |           |                    |         |
| 31 P/N  | 1430              | Photo               | N/Y Norm                 | 1510                                    | 1:45                   |  | P-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | all           |                                       |   |                |           |                    |         |
|         | 1450              | "                   | N/Y London               | 1530                                    | 1:50                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | all           |                                       |   |                |           |                    |         |
|         | 1430              | "                   | Block coverage           | 1510                                    | 1:35                   |  | "               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | all           |                                       |   |                |           |                    |         |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION

OPERATION NO. 20 DATE 9 January 1962

**SECRET**

~~SECRET~~

AUTH Gen. John T. MacFar (P)

DATE 26 January 1945

INIT

| ATTACKING POWER           |                    |       |   |                   |  |               |    |                                      |     | ENEMY RESISTANCE                          |                |              |                    |                 |                   |      |                  |                |           | RESULTS OF MISSION |                  |                   |    |        |   |                                 |                  |  |  | REMARKS |
|---------------------------|--------------------|-------|---|-------------------|--|---------------|----|--------------------------------------|-----|---|----------------|--------------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|--------------------|------------------|-------------------|----|--------|---|---------------------------------|------------------|--|--|---------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET   |                   | AMMO.  | ANTI-AIRCRAFT |    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |     | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |                | ENEMY LOSSES |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |                    |                  | DEGREE OF SUCCESS |    |        |   |                                 |                  |  |  |         |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT   | TOTAL TONNAGE     | AMMUNITION EXPENDED  |               |    |                                      |     |   | LOSSES BY TYPE | DESTROYED    | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN            | AIRCRAFT DAMAGED |                   |    | KILLED | MISSING   | WOUNDED SERIOUSLY               | WOUNDED SLIGHTLY |  |  |         |
| 13                        | 14                 | 15    | 16  | 17                | 18   | 19            | 20 | 21                                   | 22  | 23  | 24             | 25           | 26                 | 27              | 28                | 29   | 30               | 31             | 32        | 33                 | 34               | 35                | 36 | 37     | 38  |                                 |                  |  |  |         |
| 1                         |                    |       | 14/500 GP<br>7/100 RP<br>7/500 GP<br>2/100 RP<br>15/500 GP<br>6/100 RP    | 3.8<br>1.8<br>4.0 | 880/50<br>all<br>1st-1st-1st<br>med-2nd-1st  |               |    |                                      |     |   |                |              |                    |                 |                   |      |                  |                |           |                    |                  |                   |    |        | Good<br>Poor  | Bldg 1-0-0; Rears 12-0-0; M/L-1 |                  |  |  |         |
| 1                         |                    |       | 14/500 GP<br>24/500 GP  | 3.5<br>6.0        | 260/50<br>all<br>med-hy  |               |    |                                      |     |   |                |              |                    |                 |                   |      |                  |                |           |                    |                  |                   |    |        | Good<br>Bldg 6-0-0  |                                 |                  |  |  |         |
| 1                         |                    |       | 12/500 GP<br>5/260 frag<br>2/500 GP<br>11/100 RP<br>16/500 GP<br>7/100 RP | 3.6<br>6.0<br>4.3 | 2060/50<br>8000/50<br>Total<br>4415/50 on<br>med-1st<br>med-1st-1st<br>med-1st   |               | 20 | 7                                    | 109 | 5   |                |              |                    |                 |                   |      |                  |                |           |                    |                  |                   |    |        | Good<br>Bldg 6-0-3; Bldg 3-0-0; 1 railcar<br>All bombs jettisoned<br>On Feb 1-0-3<br>All bombs jettisoned<br>Bldg 1-0-0; Rears 20-0-0; M/L-1<br>Good<br>Bldg 3-0-0; M/L-2 |                                 |                  |  |  |         |
| 1                         |                    |       | 24/500 GP<br>20/500 GP  | 6.0<br>5.0        | 600/50<br>all<br>med-1st<br>med-2nd-hy<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all<br>all |               |    |                                      |     |   |                |              |                    |                 |                   |      |                  |                |           |                    |                  |                   |    |        |   |                                 |                  |  |  |         |

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 71 DATE 19 January 1945

| MISSION |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |
|         |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 50      | 0810              | Dive bomb           | Kaiserslautern           |   | 1:40                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 14/500 GP             | 3.5           | Total            | all           |                                      |   |                |           |                    |
|         | 0820              | "                   | Rail traffic             |   | 1:55                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       | 24/500 GP             | 6.3           | 21910/           | Int-12-18     |                                      |   |                |           |                    |
|         | 1120              | "                   | "                        |   | 1:50                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 14/500 GP             | 3.8           | 5000             | Int-12-18     |                                      |   |                |           |                    |
|         | 1115              | "                   | RA 1-061180              |   | 1:40                   |  | "               | 11                                  | 10                | 10                   |                           |                   |                    | 1     | 6/100 HP              |               |                  | Int-12-18     |                                      |   |                |           |                    |
|         | 1150              | "                   | Enemy Vehicles           |   | 1:50                   |  | "               | 14                                  | 12                | 12                   |                           |                   |                    | 1     | 14/500 GP             | 3.5           |                  | Int-12-18     |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    | 1     | 18/500 GP             | 4.8           |                  | all           |                                      |   |                |           |                    |
|         | 1155              | "                   | V-971787                 |   | 1:45                   |  | "               | 12                                  | 10                | 10                   |                           |                   |                    | 1     | 6/100 HP              |               |                  | Int-12-18     |                                      |   |                |           |                    |
|         | 1445              | "                   | Cross-road-Freistadt     |   | 1:35                   |  | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1     | 5/100 HP              | 3.7           |                  | Int-12-18     |                                      |   |                |           |                    |
| 1450    | "                 | Enemy Vehicles      |                          | 2:05                                    |                        | "  | 12              | 12                                  | 12                |                      |                           |                   |                    | 1     | 22/500 GP             | 5.5           |                  | all           |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 14/500 GP             | 3.9           |                  | Int-12-18     |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 8/100 HP              |               |                  |               |                                      |   |                |           |                    |
| 524     | 1325              | Dive bomb           | RA 1-200654              | 1410                                    | 2:00                   | 3500   | P-47            | 11                                  | 9                 | 9                    |                           |                   |                    | 1     | 1                     | 18/500 GP     | 4.5              | Total         | Int-12-18                            |   |                |           |                    |
|         | 1340              | "                   | Amo Dump X290649         | 1430                                    | 1:45                   | 2500   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24/500 GP     | 6.0              | 4060/         | Int-12-18                            |   |                |           |                    |
|         | 1310              | "                   | Gen Hq 4-057694          | 1410                                    | 2:15                   | 1000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       | 14/500 GP     | 4.0              | 5000          | Int-12-18                            | Int-12-18                                 |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |
| 258     | 0835              | Arm Recon           | A/T Offenburg            | 0925                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24/500 GP     | 6.6              | 4770/50       | Int-12-18                            |   |                |           |                    |
|         | 0840              | Support & Arm Recon | Offenburg Area           | 0930                                    | 2:10                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       |                       | 12, 100 GP    |                  |               | Int-12-18                            |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 22/500 GP     | 6.3              | Total         | Int-12-18                            |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 7/100 HP      |                  | 41550/        | Int-12-18                            |   |                |           |                    |
|         | 1005              | "                   | Enemy Vehicles           | 1030                                    | 1:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 4/240 frag    |                  | 5000          | Int-12-18                            |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 24/500 GP     | 6.8              |               |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 7/100 HP      |                  |               |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 4/240 frag    |                  |               |                                      |   |                |           |                    |

SECRET Page - 1 -

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 71 DATE 18 January 1945

SECRET  
 AUTH CD 1st TACAF (E)  
 DATE 26 January 1945  
 INIT. \_\_\_\_\_

| KING POWER          |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         | REMARKS          |        |         |                   |                  |                   |                                |                                |  |                           |  |
|---------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--------------------------------|--------------------------------|--|---------------------------|--|
| ASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      |   | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
| PERSONNEL FAILURE   | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                                |                                |  |                           |  |
| 13                  | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                             |                                |  |                           |  |
|                     |                    |       | 14/500 GP             | 3.5           | Total               | all           |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Uncle             | Bag basket over city           |                                |  |                           |  |
|                     |                    |       | 24/500 GP             | 6.3           | 21910/              | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 1 rail cut; Bldg 3-0-0; RRears |                                |  |                           |  |
| 1                   |                    |       | 14/500 GP             | 3.0           | 5000                | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | 8-8-2; loco 1-0-0; M/T 3-0-4   |                                |  |                           |  |
|                     |                    |       | 6/100 GP              |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                | Loco 1-0-0; 1 rail cut; M/T    |  |                           |  |
| 1                   |                    |       | 14/500 GP             | 3.5           |                     | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Uncle                          | 8-15-0; Tanks 0-5-0; Bldg 1-0- |  |                           |  |
| 1                   | 1                  |       | 18/500 GP             | 4.8           |                     | all           |                                      |   |                |           |                    |                 | 2                 |      |                  |                |           |         | 2                |        | 1       | 1                 |                  |                   | Fair                           | Bldg 5-0-1; M/T 0-0-2          |  |                           |  |
|                     |                    |       | 6/100 GP              |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                | M/T 11-0-6                     |  |                           |  |
| 1                   | 1                  |       | 14/500 GP             | 3.7           |                     | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair                           | Bldg 1-0-2                     |  |                           |  |
|                     |                    |       | 5/100 GP              |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
| 1                   |                    |       | 22/500 GP             | 5.5           |                     | all           |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | V. Good                        | Bldg 2-0-0; 1 road block       |  |                           |  |
|                     |                    |       | 14/500 GP             | 3.9           |                     | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 2      |         |                   |                  |                   | Good                           | Bldg 10-0-6                    |  |                           |  |
|                     |                    |       | 8/100 GP              |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
| 1                   | 1                  |       | 18/500 GP             | 4.5           | Total               | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good                           | Bldg 8-0-0; 2 rail cuts        |  |                           |  |
|                     |                    |       | 24/500 GP             | 6.0           | 4860/               | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good                           | Bldg 1-0-0                     |  |                           |  |
|                     |                    |       | 14/500 GP             | 4.0           | 5000                | Int-12-18     | Uncle                                | 1   |                |           |                    |                 | 1                 |      |                  |                | 1         |         |                  |        |         | 1                 |                  |                   | Uncle                          | Loco 0-0-1; Bldg 0-0-1; RRears |  |                           |  |
|                     |                    |       |                       |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  | 0-0-10                    |  |
|                     |                    |       | 24/500 GP             | 6.6           | 4770/50             | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good                           | M/T-1; Bldg 1-0-1; M/T 5-0-0;  |  |                           |  |
|                     |                    |       | 12/100 GP             |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  | RRears 0-0-14; loco 0-0-1 |  |
|                     |                    |       | 22/500 GP             | 6.3           |                     | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Uncle                          | Tanks 1-0-12; RRears 0-0-38    |  |                           |  |
|                     |                    |       | 7/100 GP              |               | Total               |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
|                     |                    |       | 4/240 frag            |               | 41550/              |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
|                     |                    |       | 24/500 GP             | 6.8           | 5000                | Int-12-18     |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                | Uncle                          |  |                           |  |
|                     |                    |       | 7/100 GP              |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |
|                     |                    |       | 4/240 frag            |               |                     |               |                                      |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                                |                                |  |                           |  |

SECRET Page - 1 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 7 DATE 12-1-50

| MISSION    |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |  |       | ENEMY RESISTANCE |                                      | ENEMY LOSS                               |                |           |                    |
|------------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|--|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |  | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|            |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT                  |       |                  |                                      |  |                |           |                    |
| 358        | 1245              | Arm Recon & Support | Supply Dump G-728739     | 1305                                    | 2:00                   |  | P-47            | 10                                  | 10                | 10                        |         |                   |                    |                 | 20/500 GP<br>7/100 HP                  | 5.7   |                  |                                      |  |                |           |                    |
|            | 1250              | "                   | Dump G-916720            | 1340                                    | 2:10                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 3/260 frag<br>20/500 GP<br>7/100 HP    | 6.7   |                  |                                      |  |                |           |                    |
|            | 1305              | "                   | RR bridge E-0850         | 1350                                    | 2:15                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 3/260 frag<br>20/500 GP                | 7.4   |                  |                                      |  |                |           |                    |
|            | 1540              | "                   | Birmingham-city          | 1600                                    | 1:30                   |  | "               | 10                                  | 10                | 10                        |         |                   |                    |                 | 11/260 frag<br>20/500 GP<br>9/260 frag | 6.1   |                  |                                      |  |                |           |                    |
| 371        | 1040              | Support             | Enemy Vehicles           | 1140                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 20/500 GP<br>8/100 HP                  | 6.4   | 800/50           |                                      |  |                |           |                    |
|            | 1205              | Food Drop           | Obernheim                | 1230                                    | 1:15                   |  | "               | 16                                  | 15                | 15                        |         |                   | 1                  |                 |  |       |                  |                                      |  |                |           |                    |
|            | 1305              | Support             | Dump R-544A56            | 1335                                    | 1:40                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 |  |       |                  |                                      |  |                |           |                    |
|            | 1355              | "                   | G-633530                 | 1420                                    | 2:15                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 20/500 GP<br>11/100 HP                 | 6.6   | 752/50           |                                      |  |                |           |                    |
|            | 1430              | "                   | Minling                  | 1450                                    | 1:10                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 20/500 GP<br>8/100 HP                  | 6.4   | 4950/50          |                                      |  |                |           |                    |
|            | 1445              | Food Drop           | Obernheim                | 1505                                    | 1:50                   |  | "               | 5                                   | 5                 | 5                         |         |                   |                    |                 | 20/500 GP<br>9/100 HP                  | 6.5   | 400/50           |                                      |  |                |           |                    |
| 111<br>T/A | 1445<br>1530      | The Recon           | Strasbourg Area          | 1500                                    | 2:10                   |  | P-6             | 2<br>2                              | 2<br>2            | 2                         |         |                   | 2                  |                 |  |       |                  |                                      |  |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 21 DATE 10 January 1945

SECRET

SECRET

AUTH. CG, 1st TACAF (P)DATE 26 January 1945

INIT \_\_\_\_\_

| KING POWER              |                    |       |                                     |               | ENEMY RESISTANCE    |                  |                                      | RESULTS OF MISSION                       |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    | REMARKS |         |                   |  |
|-------------------------|--------------------|-------|-------------------------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|-------------------|----|---------|---------|-------------------|--|
| PERSONNEL A/C ATTACKING |                    |       | BOMBS ON TARGET                     |               | AMMO.               | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  | DEGREE OF SUCCESS |    |         |         |                   |  |
| PERSONNEL FAILURE       | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED |                   |    | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY   |
| 3                       | 14                 | 15    | 16                                  | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33                | 34 | 35      | 36      | 37                | 38   |
|                         |                    |       | 20/500 GP<br>7/100 HP<br>3/260 frag | 5.7           |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         | 1                |                   |    |         |         | V.Good            | Bldg 7-0-7; Tanks 1-0-0  |
|                         |                    |       | 24/500 GP<br>7/100 HP<br>3/260 frag | 6.7           |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | V.Good            | M/T 9-0-7; Bldg 0-0-8; Low 0-0-1; Troops 4                     |
|                         |                    |       | 24/500 GP<br>11/260 frag            | 7.4           |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | Good              | Bridge 1-0-1   |
|                         |                    |       | 20/500 GP<br>3/260 frag             | 6.1           |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         | 1                |                   |    |         |         | Good              | Gun Impl 0-0-1   |
|                         |                    |       | 24/500 GP<br>8/100 HP               | 6.4           | 800/50              | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | Good              | Tanks 5-0-2  |
|                         |                    |       |                                     |               |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | V.Good            | Dropped 14 parashags & 12x150 gal wing tanks with food & ammo  |
|                         |                    |       | 24/500 GP<br>11/100 HP              | 6.6           | 752/50              | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | Good              | Dmp 0-0-1; Bldg 0-0-6; 1 railcut                               |
|                         |                    |       | 24/500 GP<br>8/100 HP               | 6.4           | 4050/50             | all              |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | Good              | M/T 2-0-0  |
|                         |                    |       | 24/500 GP<br>9/100 HP               | 6.5           | 400/50              | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | Good              |  |
|                         |                    |       |                                     |               |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         | V.Good            | Dropped 8 parashags & 2x150 gal wing tanks with medical - ammo |
|                         |                    |       |                                     |               |                     | mod-ly           |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |    |         |         |                   | photos taken   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 7 DATE 20 January 1945

| MISSION    |                      |                     | OBJECTIVE                 | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE               |               |                                       |   |                |           |                    |
|------------|----------------------|---------------------|---------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|--------------------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF.    | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                          | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |
|            |                      |                     |                           |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED            |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1          | 2                    | 3                   | 4                         | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                             | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 162<br>7/7 | 1515<br>1523<br>1500 | Tac Recon<br>.<br>. | Area 03<br>03<br>Route 11 | 1530<br>1517                            | 1:05<br>1:15<br>1:45   |  | F-6<br>.<br>.   | 2<br>2<br>2                         | 2<br>2<br>2       | 2<br>2<br>2          |                           |                   | 2                  |       |                       |               | 860/50 med-in-ay<br>all<br>all |               | 2<br>2                                | 2<br>2                                    | 109            | 2         |                    |
| 415<br>8/7 | 1710<br>2010         | Intruder<br>.       |                           |   | 1:50<br>2:20           |  | B-24<br>.       | 1<br>1                              | 1<br>1            | 1<br>1               |                           |                   |                    |       |                       |               | Total<br>725/.303<br>210/20mm  |               |                                       |   |                |           |                    |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 72 DATE 26 January 1945

SECRET

SECRET

AUTH. CG, 1st TACAF (P)DATE 26 January 1945

INIT.

## ATTACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

REASONS A/C  
NOT ATTACKINGBOMBS ON  
TARGET

## AMMO.

## ENEMY LOSSES

LOSSES BY  
CAUSECREW  
MEMBERS

| PERSONNEL FAILURE  |       |                | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE                           | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTU<br>ENGAGED. | CAUSE     |                    |         |                    |      |                  |                |           |         |                  | MEMBERS |         |                   |                  | DEGREE OF SUCCESS |    |
|--------------------|-------|----------------|-----------------------|---|---------------------|---------------|--|--|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|----|
| MECHANICAL FAILURE | OTHER | LOSSES BY TYPE |                       |   |                     |               |  |  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U. S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                   |    |
| 13                 | 14    | 15             |                       |   |                     |               |  |  | 17        | 18                 | 19      | 20                 | 21   | 22               | 23             | 24        | 25      | 26               | 27      | 28      | 29                | 30               |                   | 31 |
| 2                  |       |                |                       | 860/50<br>Total<br>725/-300<br>210/20mm | mod-109<br>EE       | 2             | 2  | mod-109                                  | 2         |                    |         |                    |      |                  |                |           |         |                  |         |         |                   |                  |                   |    |

SECRET

Page - 3 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 12 DATE 21 FEB 1945

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  |                        | ATTACKING POWER                             |             |                                     |                   |                      |                           |                   |                    |       |                       | ENEMY RESISTANCE |       |               | ENEMY LOSSES                         |  |                |           |                    |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|-------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    |       |               |                                      |  |                |           |                    |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17               | 18    | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| A25     | 1730             | Weather Check   |                          |  | 120                    |   |             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 1 DATE 11 January 1945

SECRET

SECRET

AUTH 1st TAF (P)  
 DATE 11 January 1945  
 INIT.

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               |                     | RESULTS OF MISSION |                                      |   |                 |           |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|--------------------|--------------------------------------|---|-----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY LOSSES       |                                      |   | LOSSES BY CAUSE |           |                    |         | CREW MEMBERS      |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19                 | 20                                   | 21  | 22              | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                       |                    |       |                       |               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 73 DATE 12 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |              | ENEMY LOSSES  |                                       |   |                |           |                    |         |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|--------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.        | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |              |               |                                       |   |                |           |                    |         |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18           | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 326     | 1450              | Arm Recon       | Damp B-258545            | 1550                                    | 1:25                   | 3000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 lb             | 4.0           | 780/50 mm-16 |               |                                       |   |                |           |                    |         |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 73 DATE 11 January 1945

SECRET

SECRET

AUTH. CC, 1st TAF (P)  
 DATE 26 January 1945  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |      |    |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|------|----|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |         |         |                   |                  |                   |      |    |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |      |    |
| 2                         | 13                 | 14    | 15                    | 16            | 17                  | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32      | 33      | 34                | 35               | 36                | 37   | 38 |
|                           |                    |       | 16/500 GP             | 4.0           | 700/50 mm-18        |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | None |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 7 DATE 13 January 1945

| MISSION |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |           |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |           | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER     | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |
| 1       | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15        | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 30      | 1115              | Dive bomb           | Dump Q-721738            |   | 2:05                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1         | 14/500 GP             | 3.8           | Total            | none-in-ly    |                                      |   |                |           |                    |
|         | 1130              | "                   | M/T Q-944943             |   | 2:20                   |  | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1         | 7/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         | 1430              | "                   | Dump Q-721738            |   | 2:20                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |           | 24/500 GP             | 6.4           | 21648/none-in-ly | (total)       |                                      |   | None           | 1         |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         | 1450              | Sweep               |                          |   | 1:30                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |           | 16/500 GP             | 4.9           | 50 ea none-as-ly |               |                                      |   |                |           |                    |
|         | 1500              | Dive bomb           | Zelebrucken-Power Units  |   | 2:20                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |           | 8/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         | 1125              | "                   | M/T Q-934749             |   | 2:00                   |  | "               | 14                                  | 14                | 14                   |                           |                   |                    |           | 16/500 GP             | 4.2           | all              | none-in-ly    | 2                                    | 2   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 4/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 20/500 GP             | 5.2           | none-in-ly       |               |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 4/100 HP              |               |                  |               |                                      |   |                |           |                    |
| 34      | 0800              | Dive bomb           | RR bridge R041675        | 0905                                    | 1:55                   | 2500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 24/500 GP             | 6.0           | Total            | all           |                                      |   |                |           |                    |
|         | 0805              | "                   | RR bridge R134688        | 0910                                    | 2:15                   | 1500   | "               | 11                                  | 9                 | 9                    |                           |                   |                    | 2         | 18/500 GP             | 4.5           | 13048/none-as-ly |               |                                      |   |                |           |                    |
|         | 0820              | "                   | Dump R-453689            | 0905                                    | 2:15                   | 2000   | "               | 9                                   | 8                 | 8                    |                           |                   |                    | 1         | 12/500 GP             | 3.2           | 5000             | none-in-ly    |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 4/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         | 1110              | "                   | RR bridge R041675        | 1150                                    | 1:05                   | 3000   | "               | 12                                  | 10                | 10                   |                           |                   |                    | 2         | 20/500 GP             | 5.0           |                  | all           |                                      |   |                |           |                    |
|         | 1120              | "                   | Rail traffic             | 1230                                    | 1:45                   | 2000   | "               | 7                                   | 7                 | 7                    |                           |                   |                    |           | 14/500 GP             | 3.4           |                  | all           |                                      |   |                |           |                    |
|         | 1150              | "                   | Rex Q-733712             | 1231                                    | 2:00                   | 2000   | "               | 11                                  | 10                | 10                   |                           |                   |                    | 1         | 18/500 GP             | 4.6           |                  | none-in-ly    |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 2/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         | 1315              | "                   | RR bridge R041675        | 1405                                    | 1:30                   | 3000   | "               | 10                                  | 10                | 10                   |                           |                   |                    |           | 20/500 GP             | 5.0           |                  | all           |                                      |   |                |           |                    |
|         | 1405              | "                   | RR bridge R041675        | 1440                                    | 1:10                   | 2000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |           | 16/500 GP             | 4.0           |                  | all           |                                      |   |                |           |                    |
| 1610    | "                 | R-145837            | 1640                     | 1:00                                    | 2000                   | "  | 8               | 7                                   | 7                 |                      |                           |                   | 1                  | 14/500 GP | 3.5                   |               | none-in-ly       |               |                                      |   |                |           |                    |
|         |                   | Arm Recon           | Strasbourg Area          |   |                        |  | "               | 18                                  | 16                | 16                   |                           |                   |                    | 2         |                       |               |                  | all           |                                      |   |                |           |                    |
| 35      | 1005              | Support & Arm Recon | Town Q-795425            | 1130                                    | 2:20                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 24/500 GP             | 6.9           | 1440/50          | none-in-ly    |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8/100 HP              |               |                  |               |                                      |   |                |           |                    |
|         |                   |                     |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 4/260 frag            |               |                  |               |                                      |   |                |           |                    |

SECRET 7-1-

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 28 DATE 13 January 1945

SECRET

SECRET

AUTH CO, 1st SACAF (P)  
 DATE 26 January 1945  
 INIT.

| TACKLING POWER            |  |  |  |  | ENEMY RESISTANCE      |  | RESULTS OF MISSION  |  |               |  |                                      |  |   |  |                |              |           |  |                    |  |         | REMARKS |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|--|--|--|--|-----------------------|--|---------------------|--|---------------|--|--------------------------------------|--|---|--|----------------|--------------|-----------|--|--------------------|--|---------|---------|-------------------|--|------|--|------------------|--|----------------|--|-----------|--|---------|--|------------------|--|--------|--|---------|--|-------------------|--|------------------|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| REASONS A/C NOT ATTACKING |  |  |  |  | BOMBS ON TARGET       |  | AMMO.               |  | ENEMY LOSSES  |  | LOSSES BY CAUSE                      |  |   |  |                | CREW MEMBERS |           |  |                    |  |         |         |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                           |  |  |  |  | NUMBER, TYPE & WEIGHT |  | AMMUNITION EXPENDED |  | ANTI-AIRCRAFT |  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |  | LOSSES BY TYPE |              | DESTROYED |  | PROBABLY DESTROYED |  | DAMAGED |         | TOTAL U.S. LOSSES |  | FLAK |  | FLAK & ENEMY A/C |  | ENEMY AIRCRAFT |  | ACCIDENTS |  | UNKNOWN |  | AIRCRAFT DAMAGED |  | KILLED |  | MISSING |  | WOUNDED SERIOUSLY |  | WOUNDED SLIGHTLY |  | DEGREE OF SUCCESS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WEATHER                   |  |  |  |  |                       |  |                     |  |               |  |                                      |  |   |  |                |              |           |  |                    |  |         |         |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PERSONNEL FAILURE         |  |  |  |  |                       |  |                     |  |               |  |                                      |  |   |  |                |              |           |  |                    |  |         |         |                   |  |      |  |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

SECRET Page - 1 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 74 DATE 13 January 1945

| SECRET   |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |          |                  |                                       |   |                |           |               |  |
|--|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|----------|------------------|---------------------------------------|---|----------------|-----------|---------------|--|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 71 DATE 10 January 1945 |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |          |                  |                                       |   |                |           |               |  |
| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |          | ENEMY RESISTANCE |                                       |   | ENEMY          |           |               |  |
| GROUP  | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.    | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |               |  |
|  |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |          |                  |                                       |   |                |           | TOTAL TONNAGE |  |
| 1  | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17       | 18               | 19                                    | 20  | 21             | 22        | 23            |  |
| 358  | 1025              | Arm Recon       | Tunnel 180910            | 1100                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 24/500 GP             | 7.5      | Total            | Int-ly                                |   |                |           |               |  |
|  | 1255              | "               | Rail traffic             |   | 2:20                   |  | "               | 12                                  | 11                | 11                        |         |                   |                    |                 | 12/260 frag           |          | 39/10/           |                                       |   |                |           |               |  |
|  | 0950              | Dive bomb       | Tunnel R-203095          |   | 2:00                   |  | "               | 12                                  | 12                | 12                        |         |                   | 1                  |                 | 22/1000 GP            | 11.0     | 50 ea            | Int                                   |   |                |           |               |  |
|  | 1335              | "               | Rail traffic             | 1410                                    | 2:10                   |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 | 23/500 GP             | 7.2      | Total            | Int-ly                                |   |                |           |               |  |
|  | 1345              | Support         | Dump Q-623737            | 1455                                    | 2:35                   |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 | 12/260 frag           |          | 7200/            |                                       |   |                |           |               |  |
| 371  | 1545              | Sweep           | Strasbourg Area          | 1625                                    | 1:55                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 30/1000 GP            | 15.0     | 50 ea            | Int-ly                                |   |                |           |               |  |
|  |                   |                 |                          |   |                        |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 | 32/500 GP             | 10.1     |                  | Int-ly                                |   |                |           |               |  |
|  |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 16/260 frag           |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1115              | Arm Recon       | Dump R-564456            | 1145                                    | 2:25                   |  | P-47            | 12                                  | 12                | 11                        |         |                   | 1                  |                 | 21/500 GP             | 5.5      | 3000/50          | Int-ly                                |   |                |           |               |  |
|  | 1135              | Food Drop       | Katten                   | 1215                                    | 2:10                   |  | "               | 6                                   | 6                 | 6                         |         |                   |                    |                 | 7/100 GP              |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1135              | Support         | Egelshardt               | 1215                                    | 2:10                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 |                       |          |                  | Int-ly                                | 2   | 2              |           |               |  |
|  | 1400              | Sweep           | Strasbourg Area          | 1445                                    | 2:20                   |  | "               | 14                                  | 12                | 11                        |         |                   |                    |                 | 24/500 GP             | 6.4      | 280/50           | Int-ly                                |   |                |           |               |  |
|  | 1510              | Arm Recon       | Dump R-3339              | 1555                                    | 1:50                   |  | "               | 12                                  | 12                | 12                        |         |                   | 3                  |                 | 8/100 GP              |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1515              | Dive bomb       | Rail Traffic             | 1545                                    | 2:00                   |  | "               | 12                                  | 10                | 10                        |         |                   | 2                  |                 | 25/500 GP             | 5.7      | 1200/50          | Int-ly                                |   |                |           |               |  |
|  |                   |                 |                          |   |                        |  | "               | 12                                  | 10                | 10                        |         |                   |                    |                 | 20/500 GP             | 5.3      |                  | Int-ly                                |   |                |           |               |  |
| 111 T/R  | 1145              | Tac Recon       | Forbach Area             | 1200                                    | 1:45                   |  | P-4             | 2                                   | 2                 | 2                         |         |                   |                    |                 | 6/100 GP              |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1210              | "               | Bitch Area               | 1230                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1250              | "               | Saarbrücken Area         | 1320                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1300              | "               | Colmar Area              | 1320                                    | 2:10                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1420              | "               | Neuburg Area             | 1440                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
| 168 T/R  | 1200              | Tac Recon       | Route "J"                | 1215                                    | 1:30                   |  | P-4             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1200              | "               | Area "B"                 | 1215                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  | 1200              | "               | Area "A"                 | 1215                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          |                  | Int-ly                                |   |                |           |               |  |
|  |                   |                 |                          |   |                        |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |          | 40/50            | Int-ly                                |   |                |           |               |  |
|  |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       | 1,000/50 |                  | 2                                     | 2   |                |           |               |  |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 74 DATE 13 January 1945

| MISSION    |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |  | ENEMY LOSSES                              |                |           |                    |  |  |  |  |  |  |  |  |
|------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--|---|----------------|-----------|--------------------|--|--|--|--|--|--|--|--|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |  |  |  |  |  |  |  |
|            |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
| 1          | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20   | 21  | 22             | 23        | 24                 |  |  |  |  |  |  |  |  |
| 162<br>T/A | 1400              | Tac Recon       | Area "A"                 | 1420                                    | 1:20                   |  | F-6             | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  | 900/30        | EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE<br>EEEEEE |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1330              |                 | Route "3"                | 1350                                    | 2:00                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1330              |                 | Area "A"                 | 1350                                    | 2:00                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1330              |                 | Route "3"                | 1400                                    | 2:00                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1440              |                 | Ditch Area               | 1450                                    | 1:15                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1430              |                 | Route "A"                | 1445                                    | 1:30                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 1330              |                 | Firmament Area           | 1400                                    | 2:00                   |  |                 | N                                   | N                 | N                    |                           |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            | 2<br>P/A          | 1330            | Photo                    | HR R-313000                             | 1430                   | 2:00   |                 | F-5                                 | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1330            |                          | Dump R-229047                           | 1430                   | 2:15   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1330            |                          | M/Y Scarborough                         | 1415                   | 1:30   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1340            |                          | Block Coverage                          | 1400                   | 1:05   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1325            |                          |   | 1400                   | 1:30   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1340            |                          |   | 1410                   | 1:05   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1340            |                          |   | 1425                   | 1:55   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1330            |                          |   | 1400                   | 1:30   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
|            |                   | 1330            |                          |   | 1400                   | 1:25   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |
| 1330       |                   |                 |                          | G-2570                                  | 1400                   | 1:25   |                 |                                     | N                 | N                    | N                         |                   |                    |       |                       |               |                  |               |  |   |                |           |                    |  |  |  |  |  |  |  |  |

SECRET - 3 -

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 74 DATE 13 January 1945

SECRET

SECRET

AUTH. CO. 1st TACAF (P)DATE 26 January 1945

INIT \_\_\_\_\_

| ENGINE POWER         |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |           |         | REMARKS          |        |         |                   |                  |                   |    |
|----------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| ENGINES A/C TRACKING |       | BOMBS ON TARGET       | AMMO.            |                     |                    | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |
| MECHANICAL FAILURE   | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 14                   | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                      |       |                       |                  |                     | EEEEEEEE           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 75 DATE 14 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               |             | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.       | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |             | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18          | 19                  | 20            | 21                                    | 22  | 23             | 24        |
| 30      | 0830              | Dive bomb       | N/T Hamburg              |   | 1:55                   |  | P-47            | 16                                  | 15                | 15                   |                           |                   |                    | 1     | 22/500 GP             | 5.9           | Total       | none-12-10          |               |                                       |   |                |           |
|         | 0835              | "               | Bridges L-9754           |   | 2:00                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 8/100 HP              | 6.4           | 27400/50 on | all                 |               |                                       |   |                |           |
|         | 0900              | "               | N/T L-548613             |   | 1:55                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       | 20/500 GP             | 6.4           |             | all                 |               |                                       |   |                |           |
|         | 1130              | "               | Bridges Q-929713         |   | 1:30                   |  | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1     | 20/500 GP             | 5.0           |             | none-12-10          |               |                                       |   |                |           |
|         | 1155              | "               | Dump R-042597            |   | 1:45                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 20/500 GP             | 6.2           |             | all                 |               |                                       |   |                |           |
|         | 1205              | "               | R-2234                   |   | 1:30                   |  | "               | 16                                  | 15                | 15                   |                           |                   |                    | 1     | 5/100 HP              | 6.5           |             | 1st-12-10           |               |                                       |   |                |           |
|         | 1525              | "               | Schleithal               |   | 1:35                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       | 20/500 GP             | 6.4           |             | none-12-10          |               |                                       |   |                |           |
|         | 1455              | "               | Dump R-220435            |   | 1:50                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 8/100 HP              | 7.2           |             | none-12-10          |               |                                       |   |                |           |
|         | 1425              | Recon           |                          |   | 1:35                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 4/200 frag            |               |             | 1st-12-10           |               |                                       |   |                |           |
| 324     | 0800              | Dive bomb       | Offendorf                | 0850                                    | 2:15                   | 500  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 10/500 GP             | 4.7           | Total       | 1st-12-10           |               |                                       |   |                |           |
|         | 0810              | "               | N/T R-083350             | 0850                                    | 1:30                   | 2000   | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 6/150 HP              | 5.5           | 33200/50 on | 1st-10              |               |                                       |   |                |           |
|         | 0815              | "               | R-0868                   | 0905                                    | 1:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 20/500 GP             | 6.0           |             | all                 |               |                                       |   |                |           |
|         | 1105              | "               | Offendorf                | 1145                                    | 2:20                   | 3000   | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 20/500 GP             | 5.0           |             | 1st-10              |               |                                       |   |                |           |
|         | 1050              | "               | N/T Lumb                 | 1115                                    | 1:45                   | 2000   | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |             | none-10             |               |                                       |   |                |           |
|         | 0855              | "               | N/T R-145675             | 1205                                    | 1:55                   | 2500   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 20/500 GP             | 6.0           |             | none-10             |               |                                       |   |                |           |
|         | 1400              | "               | Bridges R-145675         | 1430                                    | 1:15                   | 1500   | "               | 9                                   | 9                 | 9                    |                           |                   |                    |       | 10/500 GP             | 4.5           |             | all                 |               |                                       |   |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |             |                     |               |                                       |   |                |           |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 75 DATE 14 January 1945

SECRET

SECRET

AUTH. CO. 1st TACAF (P)

DATE 3 February 1945

INIT

## ATTACKING POWER

## ENEMY RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY LOSSES  |                                      |  |                | LOSSES BY CAUSE |                    |         |                   | CREW MEMBERS |                  |                |           | REMARKS |         |                  |        |         |                   |                  |                      |   |                                       |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|---------|------------------|--------|---------|-------------------|------------------|----------------------|---|---------------------------------------|
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |         | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS    |   |                                       |
| 2                         | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32      | 33               | 34     | 35      | 36                | 37               | 38                   |   |                                       |
|                           | 1                 |                    |       | 22/500 GP             | 5.9           | Total 27400/50 GP   | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   | Good             | Remarks 3-0-0; M/Y-1 |   |                                       |
|                           |                   |                    |       | 8/100 GP              | 6.4           |                     | all           |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   | Poor             | Blkg 5-0-0           |   |                                       |
|                           |                   |                    |       | 22/500 GP             | 6.4           |                     | all           |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  | V.Good               | M/Y-1   |                                       |
|                           | 1                 |                    |       | 22/500 GP             | 5.0           |                     | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         | 1                |        |         |                   |                  | Good                 | Blkg 3-0-0                                    |                                       |
|                           |                   |                    |       | 22/500 GP             | 6.2           |                     | all           |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  | Good                 | 2 railleto; 1 rd block; Blkg 0-0-2; M/Y 3-0-0 |                                       |
|                           | 1                 |                    |       | 22/500 GP             | 6.5           |                     | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  | Good                 | Blkg 15-0-0; M/Y-1                            |                                       |
|                           |                   |                    |       | 6/100 GP              |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      |   |                                       |
|                           |                   |                    |       | 4/260 frag            |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      |   |                                       |
|                           |                   |                    |       | 22/500 GP             | 6.4           |                     | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Excell  | Blkg 100-0-0                          |
|                           |                   |                    |       | 8/100 GP              |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Good  | Blkg 6-0-0                            |
|                           |                   |                    |       | 22/500 GP             | 7.2           |                     | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      |   |                                       |
|                           |                   |                    |       | 4/260 frag            |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      |   |                                       |
|                           |                   |                    |       | 4/100 GP              |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      |   |                                       |
|                           |                   |                    |       | 10/500 GP             | 4.7           | Total 33200/5000    | 1st-12-18     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Unsuccessful                                  |                                       |
|                           |                   |                    |       | 6/150 GP              |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Good  | Blkg 5-0-0; M/Y 1-0-1                 |
|                           | 1                 |                    |       | 22/500 GP             | 5.5           |                     | 1st-18        |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Good  | Blkg 20-0-4; 2 railleto               |
|                           |                   |                    |       | 22/500 GP             | 6.0           |                     | all           |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Good  |                                       |
|                           |                   |                    |       | 22/500 GP             | 5.0           |                     | 1st-18        |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Unkto   |                                       |
|                           |                   |                    |       | 22/500 GP             | 5.5           |                     | 1st-18        |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Unkto   |                                       |
|                           |                   |                    |       | 22/500 GP             | 6.0           |                     | 1st-18        |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Unkto   |                                       |
|                           |                   |                    |       | 10/500 GP             | 4.5           |                     | all           |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Good  | 3 railleto; Blkg 0-0-0; Remarks 3-0-4 |
|                           |                   |                    |       |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |         |                  |        |         |                   |                  |                      | Unkto   | 4 railleto; 1 road block              |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 75 DATE 14 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 304     | 1415              | Dive bomb       | R-240343                 | 1455                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 14/500 GP             | 4.0           |                  | mod-14        |                                       |   |                |           |                    |
|         | 1400              | Escort          |                          |   | 1:40                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       |                       |               |                  | all           |                                       |   |                |           |                    |
|         | 1600              | Escort          | Stasbourg Area           |   | 1:30                   |  | "               | 21                                  | 21                | 21                   |                           |                   |                    |       |                       |               |                  | all           |                                       |   |                |           |                    |
| 350     | 0010              | Dive bomb       | N/T Langenscheidt        | 0045                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/1000 GP            | 12.0          | Total            | mod-14        |                                       |   |                |           |                    |
|         | 0030              | "               | Rail traffic             |   | 1:55                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/1000 GP            | 12.0          | 23370/50 on      | mod-14-by     |                                       |   |                |           |                    |
|         | 1120              | "               | Target R-197702          | 1210                                    | 2:15                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/1000 GP            | 12.0          |                  | all           |                                       |   |                |           |                    |
|         | 1405              | "               | Target R-000091          | 1445                                    | 2:05                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 24/1000 GP            | 11.0          |                  | mod-14        |                                       |   |                |           |                    |
|         | 1425              | "               | Target R-2070            | 1515                                    | 1:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/1000 GP            | 12.0          |                  | int-14        |                                       |   |                |           |                    |
|         | 0035              | "               | Offender                 | 0900                                    | 1:50                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.5           | Total            | int-14        |                                       |   |                |           |                    |
|         | 1110              | "               | Gun Pos. G-654593        | 1140                                    | 2:25                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 33/500 GP             | 8.2           | 5200/50 on       | mod-14        |                                       |   |                |           |                    |
|         | 1430              | "               | N/T Hunsdorf             | 1725                                    | 1:20                   |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 20/500 GP             | 5.0           |                  | mod-14-by     |                                       |   |                |           |                    |
|         | 1530              | "               | Gun Pos. G-654593        | 1600                                    | 1:55                   |  | "               | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14/500 GP             | 4.4           |                  | mod-14        |                                       |   |                |           |                    |
|         | 1630              | Arm Recon       | N/T Hunsdorf             | 1630                                    | 1:30                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 7/250 frag            |               |                  |               |                                       |   |                |           |                    |
|         | 1140              | Support         | Target G-745724          | 1200                                    | 1:50                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                  | int-14        |                                       |   |                |           |                    |
|         | 1415              | Escort          |                          |   | 1:40                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 24/500 GP             | 7.5           | 1422/50          | int-14        |                                       |   |                |           |                    |
|         | 1445              | Escort          | Stasbourg Area           |   | 1:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                       |               | 1424/50          | mod-14-by     | 20                                    | 21  | NA-109         | 1         | 1                  |
|         | 1445              | Escort          |                          |   | 1:35                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                       |               |                  | all           |                                       |   |                |           |                    |
| 371     | 0930              | Support         | N/T Hunsdorf             | 1010                                    | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           | 194/50           | mod-14-by     |                                       |   |                |           |                    |
|         | 0930              | "               | N/T Hunsdorf             | 1045                                    | 2:00                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           | 1200/50          | mod-14-by     |                                       |   |                |           |                    |
|         | 1250              | "               | Target R-120072          | 1320                                    | 1:20                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.1           | 7371/50          | int-14-by     |                                       |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 75 DATE 14 January 1945

SECRET

SECRET  
 AUTH Col 1st TACAF (P)  
 DATE 3 February 1945  
 INIT \_\_\_\_\_

| TACKLING POWER            |                    |       |                       |               | ENEMY RESISTANCE    |                     | RESULTS OF MISSION                   |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |   |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         |                     |                     | ENEMY LOSSES                         |  |                | LOSSES BY CAUSE |                    |         |                   | CREW MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                   |   |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19                  | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38  |
|                           |                    |       | 16/500 GP             | 4.0           |                     | md-18<br>nil<br>nil |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | Midg 5-0-0<br>Unsuccessful<br>Unsuccessful              |
|                           |                    |       | 24/1000 GP            | 12.0          | Total               | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 2      |         |                   |                  | Good              | N/T-1; Loss 1-0-0; Midg 5-0-0;                          |
|                           |                    |       | 24/1000 GP            | 12.0          | 2370/50 on          | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Midg 4-0-0<br>1 bailout; 1 road block;                  |
|                           |                    |       | 24/1000 GP            | 12.0          |                     | nil                 |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | Midg 4-0-1; N/T 5-0-0<br>1 bailout; Midg 12-0-0; N/T-1; |
|                           |                    |       | 22/1000 GP            | 11.0          |                     | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | Midg 4-0-0  |
|                           |                    |       | 24/1000 GP            | 12.0          |                     | Int-18              |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | 2 rail cuts;  |
|                           |                    |       | 24/500 GP             | 7.5           | Total               | Int-18              |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 1      |         |                   |                  | Good              | 2 rail cuts;  |
|                           |                    |       | 11/500 GP             | 8.8           | 5200/50 on          | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 3      |         |                   |                  | Fair              | N/T 4-0-0   |
|                           |                    |       | 24/500 GP             | 5.0           |                     | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Fair              | 15 troops; Gun Impl 0-0-6                               |
|                           |                    |       | 14/500 GP             | 4.4           |                     | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Fair              | N/T-1   |
|                           |                    |       | 7/260 frag            |               |                     |                     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Fair              | Gun Impl 0-0-6  |
|                           |                    |       | 22/500 GP             | 5.5           |                     | Int - 18            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | 2 rail cuts; N/T-1; Midg 3-0-4                          |
|                           |                    |       | 24/500 GP             | 7.5           | 3420/50             | Int - 18            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Midg 5-0-4; Gun 0-0-1                                   |
|                           |                    |       | 12/260 frag           |               | 1242/50             | md-18               | 20                                   | 11                                       | md-18          | 1               | 1                  | 1       |                   |              |                  |                |           |         |                  | 1      |         |                   |                  |                   |   |
|                           |                    |       |                       |               |                     | nil                 |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Unsuccessful  |
|                           |                    |       | 24/500 GP             | 6.0           | 494/50              | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Fair              | N/T-1   |
|                           |                    |       | 24/500 GP             | 6.0           | 1242/50             | md-18               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Loss 3-0-1; Midg 6-0-3; Midg 0-0-1; 1 bailout; N/T-2    |
|                           |                    |       | 24/500 GP             | 7.1           | 1371/50             | Int-18              |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  | 1      |         |                   |                  | V. Good           |   |
|                           |                    |       | 5/100 GP              |               |                     |                     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                    |       | 7/260 frag            |               |                     |                     |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |   |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 75 DATE 24 January 1945

| MISSION    |  |                 | OBJECTIVE  | OPER. FACTORS  |  |  | ATTACKING POWER |                                     |                         |                         |                           |                   |                    |                 |                                   |               | ENEMY RESISTANCE    |  |   |                |           |  |
|------------|--|-----------------|--|--|--|--|-----------------|-------------------------------------|-------------------------|-------------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------------------|---------------|---------------------|--|---|----------------|-----------|--|
| GROUP      | TIME OF TAKE OFF.  | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS.  | AVERAGE TIME OF FLIGHT   | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                         |                         | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                                   | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |  |
|            |  |                 |  |  |  |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES       | NO. OF A/C ATTACKING    | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT             | TOTAL TONNAGE | AMMUNITION EXPENDED |  |   |                |           |  |
| 972        | 1315<br>1510<br>1530   | Support         | Trinbach<br>Belhaman   | 1400<br>1540   | 1:25<br>1:35   |  | F-47            | 12<br>16                            | 12<br>16                | 12<br>9                 |                           |                   |                    |                 | 23/500 GP<br>9/500 GP<br>4/100 HP | 5.8<br>2.7    | 2240/50<br>6854/50  | none-11<br>nil 1   | 2<br>2                                    |                |           |  |
|            |  |                 | R-110118   | 1600   | 1:30   |  | .               | 12                                  | 12                      | 12                      |                           |                   |                    |                 | 24/500 GP<br>8/100 HP             | 6.4           | 42 3/54             | Int-co-11  |   |                |           |  |
| 17         | 1355<br>1355   | Q1100           | Eto-Nitoko   |  | 2:45<br>3:00   |  | P-26            | 123                                 | 11                      |                         |                           |                   |                    |                 |                                   |               |                     |  | Int-co<br>md-12                           |                |           |  |
| 380        | 1235<br>1235   | Special n       | N/T R-351202<br>Rmr14gs R-521202   | 1458<br>1459   | 3:00<br>2:25   | 10150<br>11400                               | P-26            | 51                                  | 43                      | 43                      |                           |                   |                    |                 | 12/1000 GP<br>124/1000 GP         | 6.0<br>92.0   | 500/50              | nil<br>Int-co-by   |   |                |           |  |
| 111<br>T/A | 0815<br>0930<br>0930<br>1130<br>1130<br>1135<br>1300<br>1325<br>1425<br>1425<br>1510<br>1520 | Ten Recon       | Strasbourg Area<br>Neuchâten Area<br>Hamburg Area<br>Barrington Area<br>Nitoko Area<br>Pirmasens Area<br>Colmar Area<br>Neuchâten Area<br>Strasbourg Area<br>Neuchâten Area<br>Annweiler Area<br>Nitoko Area | 0830<br>0945<br>0945<br>1145<br>1210<br>1210<br>1330<br>1340<br>1445<br>1440<br>1530<br>1540 | 1:15<br>1:30<br>2:00<br>2:10<br>1:20<br>1:25<br>1:50<br>1:55<br>1:30<br>1:30<br>1:20<br>1:35 |  | F-4             | " " " " " " " " " " " "             | " " " " " " " " " " " " | " " " " " " " " " " " " |                           |                   |                    |                 |                                   |               |                     | Int-co-11<br>nil<br>md-12-by<br>nil<br>md-12-11<br>md-12-11<br>md-12-11<br>nil<br>nil<br>Int-12-11<br>nil<br>nil |   |                |           |  |
| 142<br>T/A | 0940<br>0930<br>0930   | Ten Recon       | Area "A"<br>Route #1<br>Area "B"   | 0955<br>0900<br>0945   | 1:10<br>2:00<br>2:25   |  | F-4             | " " " " " " " " " " " "             | " " " " " " " " " " " " | " " " " " " " " " " " " |                           |                   |                    |                 |                                   |               |                     |  | md-12-by<br>nil<br>md-12-by               |                |           |  |

**SECRET**



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 75 DATE 14 January 1945

SECRET  
 AUTH Co, 1st TAF (P)  
 DATE 2 February 1945  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                    |          | ENEMY RESISTANCE   |                   | RESULTS OF MISSION            |  |                                      |  |                |                 |                    |         |                   |              |                  |                |           | REMARKS |                  |        |         |                   |                  |                      |  |
|---------------------------|--------------------|----------|--|-------------------|-------------------------------|--|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|----------------------|--|
| REASONS A/C NOT ATTACKING |                    |          | BOMBS ON TARGET  | AMMO.             |                               |  | ENEMY LOSSES                         |  |                | LOSSES BY CAUSE |                    |         |                   | CREW MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                      |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER    | NUMBER, TYPE & WEIGHT                                      | TOTAL TONNAGE     | AMMUNITION EXPENDED           | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS    |  |
| 13                        | 14                 | 15       | 16   | 17                | 18                            | 19   | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                   | 38   |
|                           |                    | 7        | 23/500 GP<br>9/500 GP<br>4/100 GP<br>24/500 GP<br>8/100 GP | 5.8<br>2.7<br>6.4 | 2242/50<br>6856/50<br>42 3/50 | me-10<br>me 1<br>int-cc-11   | 2                                    | 2  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good<br>None<br>None | MEg 7-0-0  |
| 1                         | 2                  | 11<br>18 |  |                   |                               | int-cc<br>me-10  |                                      |  |                |                 |                    |         | 2<br>1            | 2            |                  |                | 1         |         | 5<br>3           |        |         | 7                 |                  |                      | Unable to identify target                                    |
|                           | 5                  |          | 12/1000 GP<br>184/1000 GP                                  | 6.0<br>92.0       | 500/50                        | me 1<br>int-cc-by  |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         | 4                |        |         |                   |                  |                      |  |
|                           |                    |          |  |                   |                               | int-cc-11<br>me 1<br>me-10-by<br>me-10-10<br>me-10-10<br>me-10-10<br>me 1<br>me 1<br>int-cc-11<br>me 1<br>me 1 |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                      | Photos taken<br>Photos taken<br>Photos taken<br>Photos taken |
|                           |                    |          |  |                   | 24/50                         | me-10-10<br>me 1<br>me-10-10   |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                      |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 75 DATE 14 January 1945

| MISSION    |  |  | OBJECTIVE  | OPER. FACTORS  |  |  | ATTACKING POWER                        |   |   |   |                           |                   |                    |       |                       |               | ENEMY RESISTANCE   |   |                                       | ENEMY LOSS                                |                |           |                    |
|------------|--|--|--|--|--|--|--|---|---|---|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|--|---|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP      | TIME OF TAKE OFF   | TYPE OF MISSION                          | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS.              | AVERAGE TIME OF FLIGHT                               | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT                               |   |   |   | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.  | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|            |  |  |  |  |  |  | TYPE, MODEL                            | NUMBER AIRBORNE AT START OF MISSION                         | NUMBER OF SORTIES   | NO. OF A/C ATTACKING  | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |  |   |                                       |   |                |           |                    |
| 1          | 2  | 3  | 4  | 5  | 6  | 7  | 8                                      | 9   | 10  | 11  | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18   | 19  | 20                                    | 21  | 22             | 23        | 24                 |
| 162<br>7/2 | 1255<br>1215<br>1200<br>1235<br>1320<br>1400<br>1315         | The Pecon<br>.<br>.<br>.<br>.<br>.<br>.  | Route #3<br>Area "A"<br>Area "B"<br>Route #1<br>Area "A"<br>Route #3                                     | 1115<br>1150<br>1215<br>1315<br>1335<br>1415<br>1400 | 1:15<br>1:00<br>2:00<br>2:05<br>2:05<br>2:00<br>2:00 |  | 7-6<br>.<br>.<br>.<br>.<br>.<br>.      | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... |                           |                   |                    |       |                       |               | 120/50<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... |                                       |   |                |           |                    |
| 24<br>7/2  | 1330<br>1325<br>1325<br>1325<br>1325<br>1330<br>1330<br>1330 | Photo<br>.<br>.<br>.<br>.<br>.<br>.<br>. | Black coverage<br>Camp N-042597<br>Black coverage<br>.<br>.<br>N/Y Mountair<br>N/Y London<br>N/Y Hamburg | 1400<br>1415<br>1400<br>1400<br>1400<br>1410<br>1400 | 1:45<br>1:30<br>2:05<br>2:00<br>1:45<br>2:10<br>2:00 |  | 7-5<br>.<br>.<br>.<br>.<br>.<br>.<br>. | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... |                           |                   |                    |       |                       |               | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>.....  | .....<br>.....<br>.....<br>.....<br>.....<br>.....<br>..... |                                       |   |                |           |                    |

SECRET

SECRET

SECRET

AUTH Gen 1st TACAF (P)DATE 3 February 1945

INIT \_\_\_\_\_

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS REPORT FORM 34

OPERATION NO 75 DATE 14 January 1945

| ENGINEERING POWER     |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                       |                    |       |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

Page - 4 -

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 76 DATE 15 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |                  |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 50      | 0930              | Dive bomb       | Dump H-750853            |   | 1:55                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 26/500 GP             | 6.6           | Total               | me-109           |                                       |   |                |           |                    |
|         | 1240              | "               | Dump Q-721738            |   | 1:45                   |  | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1     | 9/100 WP              |               | 15257/              |                  |                                       |   |                |           |                    |
|         | 1530              | "               | Bridge Q-908680          |   | 1:35                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 19/500 GP             | 5.5           | 50 cal              | me-10-13         |                                       |   |                |           |                    |
|         | 0935              | "               | Rail traffic             |   | 2:00                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 6/100 WP              |               |                     |                  |                                       |   |                |           |                    |
|         | 0945              | "               | RR bridge H-178017       |   | 1:45                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 4/260 frag            | 6.0           |                     | me-10-14         |                                       |   |                |           |                    |
|         | 1300              | "               | Bridge H-178016          |   | 2:15                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       | 26/500 GP             | 6.0           |                     | me-10-14         |                                       |   |                |           |                    |
|         | 1245              | "               | RR bridge H-178017       |   | 1:35                   |  | "               | 11                                  | 10                | 10                   |                           |                   |                    | 1     | 10/500 GP             | 4.5           |                     | nil              |                                       |   |                |           |                    |
|         | 1610              | "               | Rail traffic             |   | 1:10                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 16/500 GP             | 4.0           |                     | int-10           |                                       |   |                |           |                    |
|         | 1520              | "               | H/T Ammoller             |   | 1:25                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                     | me-10-16         |                                       |   |                |           |                    |
|         | 1235              | leaflet         | Obergallbach             |   | 1:40                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       | 4/2577K               |               |                     | nil              |                                       |   |                |           |                    |
| 32A     | 0730              | Dive bomb       | RR bridge H-134608       | 0825                                    | 1:10                   |  | P-47            | 6                                   | 6                 | 6                    |                           |                   |                    |       | 12/500 GP             | 3.0           | Total               | nil              |                                       |   |                |           |                    |
|         | 0805              | "               | RR bridge H-013630       | 0850                                    | 1:50                   | 2000   | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           | 20710/              | nil              |                                       |   |                |           |                    |
|         | 0810              | "               | Dump Q-606657            | 0900                                    | 1:25                   | 3000   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 26/500 GP             | 6.0           | 50 cal              | nil              |                                       |   |                |           |                    |
|         | 1015              | "               | RR bridge H-134600       | 1045                                    | 1:05                   | 1500   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 GP             | 4.0           |                     | nil              |                                       |   |                |           |                    |
|         | 1035              | "               | Dump H-258505            | 1105                                    | 2:00                   | 3000   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 26/500 GP             | 6.0           |                     | int-10           |                                       |   |                |           |                    |
|         | 1050              | "               | Dump Q-734706            | 1135                                    | 1:50                   | 3000   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 26/500 GP             | 6.0           |                     | int-10           |                                       |   |                |           |                    |
|         | 1230              | "               | RR bridge H-134608       | 1505                                    | 1:15                   | 3000   | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 20/500 GP             | 5.0           |                     | nil              |                                       |   |                |           |                    |
|         | 1325              | "               | RR H-020673              | 1405                                    | 1:25                   | 3000   | "               | 12                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                     | nil              |                                       |   |                |           |                    |
|         | 1345              | "               | Dump H-258505            | 1415                                    | 1:30                   | 1000   | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1     | 20/500 GP             | 7.0           |                     | me-10            |                                       |   |                |           |                    |
|         | 1445              | "               | RR bridge H-134670       | 1500                                    | 1:20                   | 2000   | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 GP             | 4.0           |                     | me-10            |                                       |   |                |           |                    |

SECRET

THIS PAGE IS UNCLASSIFIED

OPERATION NO. 76 DATE 15 January 1963

SECRET

ALTH. FR. 20-2-1964

DATE ~~1-1-1943~~

1115

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 76 DATE 15 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24 |
| 324     | 1525              | Dive bomb       | Bridge R-4522            | 1630                                    | 2:15                   | 2500   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                  | me-10         | 1                                     |   |                |           |    |
|         | 1615              | "               | Ridge R-041675           | 1650                                    | 1:25                   | 2500   | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 32/500 GP             | 8.0           |                  | me-10         |                                       |   |                |           | 3  |
| 358     | 1615              | Sweep           | Strasbourg Area          | 1630                                    | 1:20                   |  | P-47            | 4                                   | 4                 | 4                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |    |
|         | 1620              | "               | "                        | 1645                                    | 1:25                   |  | "               | 4                                   | 4                 | 4                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |    |
|         | 0805              | Arm Recon       | Rail Traffic             |   | 2:00                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    |       |                       |               | 2500/            | 21 1          |                                       |   |                |           |    |
|         | 0745              | "               | "                        | 0845                                    | 2:25                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 22/500 GP             | 6.9           | 50 on            | me-10         |                                       |   |                |           |    |
|         | 0825              | "               | Tunnel R-205095          | 0915                                    | 1:50                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 11/260 frag           |               | Total            | int-10        |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 22/1000 GP            | 11.0          | 6 300/           | me-10         |                                       |   |                |           |    |
|         | 1045              | Support         | Ragnan Area              | 1130                                    | 2:30                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.5           |                  | me-10         |                                       |   |                |           |    |
|         | 1415              | "               | "                        | 1450                                    | 1:55                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 12/260 frag           |               |                  |               |                                       |   |                |           |    |
|         | 1115              | "               | Gen. Pos. G-768498       | 1140                                    | 2:05                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 24/1000 GP            | 12.0          | Total            | int-10        |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       |                       |               | 33840/           | int-10        | 12                                    | 11  | me-109         | 6         |    |
|         | 1340              | "               | Enemy Hqs.               |   | 2:25                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/1000 GP            | 13.5          | 50 cal           | int-10        |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 12/260 frag           |               |                  |               |                                       |   |                |           |    |
|         | 1445              | Dive bomb       | Bridge R-179926          |   | 2:05                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 7.5           |                  | all           |                                       |   |                |           |    |
|         | 1120              | "               | Tunnel R-170927          | 1215                                    | 2:10                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 12/260 frag           |               |                  |               |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24/500 GP             | 6.0           | Total            | int-10        | 2                                     | 2   | me-109         | 1         |    |
|         | 1450              | "               | Bridge R-170920          | 1510                                    | 2:15                   |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 22/1000 GP            | 11.5          | 4240/            | me-10         |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 2/500 GP              |               | 50 cal           |               |                                       |   |                |           |    |
| 372     | 0855              | Support         | R-199351                 | 0930                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20/1000 GP            | 10.0          |                  | int-10        |                                       |   |                |           |    |
|         | 0905              | Dive bomb       | Rn R-1008                | 0935                                    | 2:10                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 24/500 GP             | 6.3           | 8.60/50          | me-109        | 15                                    | 12  |                |           |    |
|         | 1210              | "               | Rn R-2225                | 1255                                    | 1:40                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 7/100 GP              |               |                  |               |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 32/500 GP             | 8.0           | \$624/50         | me-109        |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/500 GP             | 5.5           |                  | me-109        |                                       |   |                |           |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 76 DATE 12 January 1945

SECRET

SECRET  
 CO. 1st TACAF (F)  
 AUTH. 3 February 1945  
 DATE  
 INIT

| ATTACKING POWER       |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |  |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         |                     |               | ENEMY LOSSES                         |  |                | LOSSES BY CAUSE |                    |         | CREW MEMBERS      |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                       |                    |       | 22/500 W              | 5.5           |                     | me - 1t       | (4)                                  | 1  |                | 3               |                    | 1       |                   |      |                  |                |           |         | 1                |        |         |                   |                  | Fair              | Bridge 0-0-1; Bldg 2-0-0; M/T 1-0-0              |
|                       |                    |       | 32/500 W              | 8.0           |                     | me-hy         |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bridge 1-0-0; 2 railouts; M/T 1-0-0              |
|                       |                    |       |                       |               | 2500/               | at 1          |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unsuccessful                                     |
| 1                     |                    |       | 22/500 W              | 6.9           | 50 on               | me-hy         |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Unsuccessful                                     |
|                       |                    |       | 11/260 frag           |               | 6 300/              | int-1t        |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Shore 3-0-2; 2 railouts; M/T 1-0-0               |
| 1                     |                    |       | 22/1000 W             | 11.0          | 50 cal              | me-1t         |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/T 1-0-0  |
|                       |                    |       | 22/500 W              | 7.5           |                     | me-1t         |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 3 railouts; Bldg 5-0-0; Loss 0-0-1; Shore 1-0-10 |
|                       |                    |       | 12/260 frag           |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 4 railouts; Bldg 0-0-2; tunnel entrance sealed   |
|                       |                    |       | 22/1000 W             | 12.0          | Total               | int-1t        |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk               |  |
|                       |                    |       | 22/1000 W             | 13.5          | 3380/               | int-1t        | 12                                   | 11                                       | me-109         | 6               |                    | 3       | 1                 |      |                  | 1              |           |         |                  | 4      | 1       |                   |                  | Good              | M/T 0-0-2; bank jettisoned                       |
|                       |                    |       | 12/260 frag           |               | 50 cal              | int-1t        |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | M/T 0-0-1  |
|                       |                    |       | 22/500 W              | 7.5           |                     | all           |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldg 4-0-3                                       |
|                       |                    |       | 12/260 frag           |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                       |                    |       | 22/500 W              | 6.0           | Total               | int-1t        | 2                                    | 2  | me-109         | 1               |                    | 1       |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bridge 0-0-1; 2 railouts; M/T 1-0-0              |
|                       |                    |       | 22/1000 W             | 11.5          | 4200/               | me-hy         |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Poor              | M/T 0-0-10; 1 railout                            |
|                       |                    |       | 2/500 W               |               | 50 cal              | int-1t        |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bridge 0-0-1; Shore 0-0-4                        |
|                       |                    |       | 22/1000 W             | 10.0          |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                       |                    |       | 22/500 W              | 6.3           | 8.60/50             | me-hy         | 15                                   | 12                                       |                |                 |                    |         | 1                 |      |                  | 1              |           |         |                  |        |         | 1                 |                  | Fair              | M/T 0-0-1; Bldg 0-0-0                            |
|                       |                    |       | 7/100 W               |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                       |                    |       | 32/500 W              | 8.0           | 5620/50             | me-10-hy      |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 2-0-2; 4 railouts; M/T 1-0-1                |
|                       |                    |       | 22/500 W              | 5.5           |                     | me-10-hy      |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 4 railouts                                       |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 76 DATE 15 January 1945

| MISSION    |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               | ENEMY L             |               |                                       |   |                |           |  |
|------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |  |
|            |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |  |
| 1          | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        |  |
| 371        | 1205              | Support         | Bald                     | 1310                                    | 2:00                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20/500 GP             | 6.0           | 520/50              | no-cc-by      |                                       |   |                |           |  |
|            | 1335              | Dive bomb       | St A-1108                | 1355                                    | 1:30                   |  | "               | 10                                  | 10                | 10                   |                           |                   |                    |       | 20/500 GP             | 5.0           |                     | no-cc-by      |                                       |   |                |           |  |
|            | 1455              | Drop            |                          |   | 1:25                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     |                       |               |                     | nil           | 50                                    | 11  | St-109         |           |  |
|            | 1545              | Support         | Drop Q-713655            | 1610                                    | 1:30                   |  | "               | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 22/500 GP             | 5.5           | 640/50              | no-18         |                                       |   |                |           |  |
|            | 0040              | Arm Recon       | St A-2215                | 0930                                    | 1:55                   |  | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 32/500 GP             | 8.0           | 400/50              | no-in-18      | 3                                     | 2   |                |           |  |
| 111<br>T/R | 0930              | Tac Recon       | Wendburg Area            | 1010                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 675/50              | no-in-by      |                                       |   |                |           |  |
|            | 0935              | "               | Colmar Area              | 1015                                    | 1:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil           |                                       |   |                |           |  |
|            | 1120              | "               | Route "A"                | 1135                                    | 1:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil           |                                       |   |                |           |  |
|            | 1145              | "               | Zweibrucken Area         | 1200                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-by      |                                       |   |                |           |  |
|            | 1155              | "               | Wicks Area               | 1230                                    | 2:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-18      |                                       |   |                |           |  |
|            | 1305              | "               | Bastrop Area             | 1320                                    | 2:05                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 240/50              | no-cc-by      |                                       |   |                |           |  |
|            | 1320              | "               | Hagenbach Area           | 1340                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-by      |                                       |   |                |           |  |
|            | 1400              | "               | Strasbourg Area          | 1415                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil           |                                       |   |                |           |  |
|            | 1440              | "               | Wicks Area               | 1455                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-18      |                                       |   |                |           |  |
|            | 1500              | "               | Landau Area              | 1515                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-by      |                                       |   |                |           |  |
|            | 1600              | "               | Wicks Area               | 1615                                    | 1:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 20/50               | nil           |                                       |   |                |           |  |
| 162<br>T/R | 0945              | Tac Recon       | Area "A"                 | 1002                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-by      |                                       |   |                |           |  |
|            | 1030              | "               | Q-73066502 Area          | 1055                                    | 2:30                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-18      |                                       |   |                |           |  |
|            | 1000              | "               | Route "A"                | 1015                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil           |                                       |   |                |           |  |
|            | 1100              | "               | Area "B"                 | 1120                                    | 1:45                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-by      |                                       |   |                |           |  |
|            | 1105              | "               | Route "B"                | 1130                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |  |
|            | 1115              | "               | Area "B"                 | 1130                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |  |
|            | 1230              | "               | Area "A"                 | 1245                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 240/50              | in-by         | 1                                     | 1   |                |           |  |
|            | 1330              | "               | Area "B"                 | 1350                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | no-in-18      |                                       |   |                |           |  |
|            | 1350              | "               | Route "A"                | 1355                                    | 1:10                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | 100/50        | no-in-18                              |   |                |           |  |
|            |                   |                 |                          |   |                        |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil           |                                       |   |                |           |  |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO 76 DATE 15 January 1945

**SECRET**

SECRET  
AUTH. CO. 1st TACAF (F)  
DATE 3 February 1945  
INIT \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 7 DATE 15 January 1945

| MISSION    |  |  | OBJECTIVE   | OPER. FACTORS  |  |  | ATTACKING POWER                                  |  |  |  |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                       |   | ENEMY LOS      |           |               |    |
|------------|--|--|---|--|--|--|--|--|--|--|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|---------------------------------------|---|----------------|-----------|---------------|----|
| GROUP      | TIME OF TAKE OFF.  | TYPE OF MISSION                                    | DESCRIPTION OF OBJECTIVE  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS.                                      | AVERAGE TIME OF FLIGHT   | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT   |  |  | REASONS A/C NOT ATTACKING  |         |                   |                    | BOMBS ON TARGET |                       | ANMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |               |    |
|            |  |  |   |  |  |  | TYPE, MODEL                                      | NUMBER AIRBORNE AT START OF MISSION                                | NUMBER OF SORTIES  | NO. OF A/C ATTACKING   | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                       |   |                |           | TOTAL TONNAGE |    |
| 1          | 2  | 3  | 4   | 5  | 6  | 7  | 8  | 9  | 10   | 11   | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                    | 20  | 21             | 22        | 23            | 24 |
| 162<br>P/N | 1400<br>1400<br>1505   | Tan Recon<br>.<br>.                                | Area "A"<br>Route "38"<br>Route "1"   | 1450<br>1415<br>1523   | 2:00<br>2:00<br>2:00   |  | 7.5<br>.<br>.                                    | NNN<br>NNN<br>NNN  | NNN<br>NNN<br>NNN  | NNN<br>NNN<br>NNN  |         |                   |                    |                 |                       |       |                  | 3<br>2                                |   |                |           |               |    |
| 14<br>P/N  | 1335<br>1325<br>1320<br>1325<br>1335<br>1330<br>1330<br>1335<br>1335<br>1335 | Photo<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>. | Bridge-Main<br>Bridge-Main<br>Camp A-23047<br>Black coverage<br>Rail line<br>Black coverage<br>A/T-Germersheim<br>Camp A-23252<br>A/T-Mosburg | 1445<br>1400<br>1415<br>1355<br>1400<br>1400<br>1415<br>1415<br>1415<br>1400 | 1:00<br>1:15<br>2:00<br>2:05<br>2:00<br>2:00<br>2:00<br>2:05<br>2:05<br>2:15 |  | 7.5<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>. | NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN | NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN | NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN<br>NNN |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |    |
| 415<br>A/N | 1715<br>2345   | Patrol<br>.  | Strasbourg area   | 1:45<br>1:45   |  |  | 1<br>1   | 1<br>1   | 1<br>1   | 1<br>1   |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |               |    |

SECRET

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. ~~X~~ DATE 15 January 1945

**SECRET**

SECRET  
AUTH. CC. 1st TACAF (P)  
DATE 3 February 1945  
INIT \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 77 DATE 16 January 1945

| MISSION    |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |               |
|------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|            |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           |                    | TOTAL TONNAGE |
| 1          | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |
| 50         | 1325              | Dive Bomb       | Disp B-042597            |   | 2:05                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 24/500 GP             | 6.0   | Total            | none-12-18                           |  |                |           |                    |               |
|            | 1325              | "               | "                        |   | 2:15                   |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 | 24/500 GP             | 6.8   | 7360/            | none-12-18                           |  |                |           |                    |               |
|            |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4/260 frag            |       | 5000             |                                      |  |                |           |                    |               |
| 304        | 1345              | "               | Disp Q-721730            |   | 2:00                   |  | "               | 16                                  | 16                | 16                        |         |                   |                    |                 | 24/500 GP             | 6.4   |                  | none-12-18                           |  |                |           |                    |               |
|            |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 8/100 GP              |       |                  |                                      |  |                |           |                    |               |
|            |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| 308        | 1535              | Dive Bomb       | Disp Q-945705            | 1400                                    | 1:00                   | 2000   | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 22/500 GP             | 5.5   |                  | int-12-18                            |  |                |           |                    |               |
|            | 1545              | "               | Disp Q-845502            | 1420                                    | 1:00                   |  | "               | 12                                  | 11                | 11                        |         |                   | 1                  |                 | 22/500 GP             | 5.5   |                  | none-18                              |  |                |           |                    |               |
|            |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| 308        | 1330              | Arm Recon       | Tunnel R-210087          | 1350                                    | 2:10                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 24/1000 GP            | 12.0  | Total            | none-18                              |  |                |           |                    |               |
|            | 1350              | "               | Tunnel R-224000          | 1425                                    | 1:20                   |  | "               | 11                                  | 11                | 11                        |         |                   |                    |                 | 22/1000 GP            | 11.0  | 8050/            | none-18                              |  |                |           |                    |               |
|            | 1335              | "               | Disp Q-623757            | 1425                                    | 2:18                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 24/500 GP             | 7.5   | 5000             | none-18                              |  |                |           |                    |               |
| 371        | 1405              | Support         | Disp Q-977925            | 1445                                    | 2:10                   |  | P-47            | 8                                   | 7                 | 7                         |         |                   |                    | 1               | 14/500 GP             | 3.5   | 2800/50          | none-12-18                           |  |                |           |                    |               |
|            | 1405              | "               | "                        | 1500                                    | 2:40                   |  | "               | 12                                  | 11                | 11                        |         |                   |                    | 1               | 22/500 GP             | 5.5   | 7000/50          | int-12-18                            |  |                |           |                    |               |
|            | 1355              | "               | M/T Q-4003               | 1420                                    | 1:25                   |  | "               | 13                                  | 13                | 9                         |         |                   |                    | 4               | 18/500 GP             | 4.5   | 6401/50          | none-12-18                           |  |                |           |                    |               |
| 111<br>T/M | 1335              | Tac Recon       | Seabrook Area            | 1340                                    | 2:05                   |  | P-47            | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  | nil                                  |  |                |           |                    |               |
|            | 1340              | "               | Banking Area             | 1355                                    | 1:55                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  | nil                                  |  |                |           |                    |               |
|            | 1420              | "               | Colmar Area              | 1430                                    | 2:10                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  | nil                                  |  |                |           |                    |               |
|            | 1520              | "               | Seabrook Area            | 1540                                    | 1:40                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  | 40/50                                | none-12-18                               |                |           |                    |               |
|            | 1540              | "               | London Area              | 1600                                    | 1:15                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| 162<br>T/M | 1400              | Tac Recon       | Area "B"                 | 1420                                    | 2:15                   |  | P-47            | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  | 420/50                               | none-12-18                               |                |           |                    |               |
|            | 1420              | "               | Area "C"                 | 1420                                    | 2:05                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  |                                      | none-12-18                               |                |           |                    |               |
|            | 1440              | "               | Area "A"                 | 1420                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  |                                      | nil                                      |                |           |                    |               |
|            | 1455              | "               | Area "D"                 | 1445                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |                  |                                      | nil                                      |                |           |                    |               |

SECRET Page - 10



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 77 DATE 14 January 1945

| MISSION    |                   |                 | OBJECTIVE                    | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               |               | ENEMY RESISTANCE                      |   | ENEMY LOSSES   |           |                    |                     |
|------------|-------------------|-----------------|------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE     | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|            |                   |                 |                              |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/G ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |               |                                       |   |                |           |                    | AMMUNITION EXPENDED |
| 1          | 2                 | 3               | 4                            | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17            | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24                  |
| 415<br>2/2 | 1335              | Photo           | N/Y London<br>Block coverage | 1400                                    | 1:50                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1335              |                 |                              | 1400                                    | 1:55                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1340              |                 |                              | 1400                                    | 2:00                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1340              |                 |                              | 1400                                    | 2:05                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1345              |                 |                              | 1415                                    | 1:40                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1345              |                 |                              | 1445                                    | 1:45                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1350              |                 |                              | 1400                                    | 1:55                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1345              |                 |                              | 1400                                    | 1:40                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1350              |                 |                              | 1410                                    | 1:30                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1355              |                 |                              | 1425                                    | 1:40                   |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
| 415<br>2/2 | 1730              | Intruder        | Strasbourg Area              |   | 2:15                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 1945              |                 |                              | 1:00                                    |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 2140              |                 |                              | 1:25                                    |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 2200              |                 |                              | 1:30                                    |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |
|            | 2300              |                 |                              | 1:30                                    |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |               |                                       |   |                |           |                    |                     |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 77 DATE 16 January 1945

SECRET

SECRET

AUTH Co. 1st TAF (P)

DATE 3 February 1945

INIT

| ATTACKING POWER     |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|---------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| ASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE   | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                  | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                     |                    |       |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

Page - 2 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 70 DATE 17 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |               |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|---------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |               |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           | TOTAL TONNAGE |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23            |
| 425     | 1800              | Intruder        | Hagston Area             |   | 3:15                   |  | Bomb            | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       | 200/2000         |                                      |  |                |           |               |
|         | 1945              | •               |                          |   | 1:28                   |  | •               | 1                                   |                   |                      |                           |                   |                    |                 |                       |       | 200/2000         |                                      |  |                |           |               |
|         | 2050              | •               |                          |   | 1:28                   |  | •               | 1                                   |                   |                      |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |               |
|         | 2300              | •               | Saverton Area            |   | 1:00                   |  | •               | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |               |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 70 DATE 17 January 1945

SECRET

SECRET  
 AUTH CO. 1st TACAF (P)  
 DATE 3 February 1945  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |           |                    |              |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|--------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      | LOSSES BY CAUSE                          |                |           |                    | CREW MEMBERS |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25           | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                           |                    |       |                       |               |                     |               |                                      |  |                |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 79 DATE 18 January 1945

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      | ENEMY LOSS                               |                |           |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23            |
| 162     | 1430             | Tac Recon       | Area "A"                 | 1445                                   | 1:00                   |   | 1-6             | 1                                   | 1                 | 1                    |                           |                   |                    |                 |                       |       |                  |                                      |  |                |           |               |

SECRET

SECRET

SECRET

CO. 1st TAF(P)

AUTH

DATE 3 February 1945

INIT

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 7 DATE 18 January 1945

| G POWER            |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |    |
|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| ENEMY A/C TRACKING |       | BOMBS ON TARGET       | AMMO.         |                     |               | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |    |
| MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                    |       |                       |               |                     |               |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 88 DATE 19 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE |                                      |   | ENEMY LOS      |           |                     |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|------------------|--------------------------------------|---|----------------|-----------|---------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |                     |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                                      |   |                |           | AMMUNITION EXPENDED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17            | 18               | 19                                   | 20  | 21             | 22        | 23                  |
| 50      | 1345              | Dive            | Herrlisheim Area ✓       |   | 1:55                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 24-500 Gp             | 6.2           | Total            | Int-1000                             |   |                |           |                     |
|         | 1300              | "               | Pump R-291235            |   | 1:30                   |  | "               | 15                                  | 15                | 13                        |         |                   |                    | 2               | 4-100 LF              |               |                  |                                      |   |                |           |                     |
|         | 1310              | "               | Herrlisheim Area ✓       |   | 2:00                   |  | "               | 16                                  | 14                | 14                        |         |                   |                    | 2               | 24-500 Gp             | 3.3           | 1.46             | Int-1000                             |   |                |           |                     |
|         | 1550              | "               | M/Y #570508              |   | 1:50                   |  | "               | 15                                  | 12                | 12                        |         |                   |                    | 3               | 8-100 LF              | 3.9           | 30 Cal           | Int-1000                             |   |                |           |                     |
|         | 1610              | Close support   |                          |   | 1:20                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 8-100 LF              | 4.4           |                  | Int-1000                             |   |                |           |                     |
| 324     | 1240              | "ive            | Zweibrücken Area         | 1345                                    | 2:10                   | 5000   | "               | 11                                  | 11                | 11                        |         |                   |                    |                 | 24-500 Gp             | 5.5           | Total            | Int-1000                             |   |                |           |                     |
|         | 1250              | "               | Rail Traffic             | 1335                                    | 2:05                   | 500  | "               | 12                                  | 11                | 11                        |         |                   |                    | 1               | 20-500 Gp             |               |                  |                                      |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 2-750 R.p.m.          | 5.7           | 11510            | Int-1000                             |   |                |           |                     |
|         | 1545              | "               | North R-38,503           | 1630                                    | 1:40                   | 2000   | "               | 11                                  | 11                | 11                        |         |                   |                    |                 | 2-500 Gp              | 5.5           | 30 Cal           | Int-1000                             |   |                |           |                     |
|         | 1535              | "               | Niederroden ?            | 1620                                    |                        | 1000   | "               | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 Gp             | 4.            |                  | Int-1000                             |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |                  |                                      |   |                |           |                     |
| 358     | 1140              | Close support   | Herrlisheim Area ✓       | 1215                                    | 2:05                   |  | "               | 10                                  | 10                | 10                        |         |                   |                    |                 | 20-500 Gp             |               |                  |                                      |   |                |           |                     |
|         | 1155              | "               | Herrlisheim Area ✓       | 1220                                    | 1:50                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 8-260 Fra             |               | 30 Cal           | Int-1000                             |   |                |           |                     |
|         | 1215              | "               | M/Y Gengenbach           | 1240                                    | 2:05                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 24-1000 Gp            | 12.           |                  |                                      |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 20-1000 Gp            | 10.           |                  |                                      |   |                |           |                     |
|         | 1500              | Close Sup, art  | Tanks R-1112             | 1540                                    | 2:10                   |  | "               | 12                                  | 12                | 12                        |         |                   |                    |                 | 23-1000 Gp            |               |                  |                                      |   |                |           |                     |
|         | 1500              | "               | Troops #1410             | 1528                                    | 1:30                   |  |                 | 11                                  | 11                | 11                        |         |                   |                    |                 | 12-100 LF             | 6.3           | Total            | Int-1000                             |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 22-1000 Gp            |               |                  |                                      |   |                |           |                     |
|         | 1520              | "               | Bridge R-0702            | 1600                                    | 1:55                   |  | "               | 11                                  | 11                | 11                        |         |                   |                    |                 | 10-100 LF             | 11.5          | 13.45            | Int-1000                             |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 22-1000 Gp            | 11.5          | 30 Cal           | Int-1000                             |   |                |           |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 11-100 LF             |               |                  |                                      |   |                |           |                     |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 89 DATE 19 10 1960

SECRET

| ATTACKING POWER           |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               | REMARKS |  |
|---------------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|----------------------------------|---------------------------------|----------------------------------|-----------------------------------|-------------------------------|---------------------------------|----------------------------------|-----------------------------------|-------------------------------|---------|--|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.            |                     | ENEMY LOSSES       |                                  |                                 |                                  |                                   | ENEMY AIRCRAFT                |                                 | ENEMY WEAPONS                    |                                   |                               |         |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENGAGED | NUMBER OF ENEMY AIRCRAFT DOWNED | NUMBER OF ENEMY AIRCRAFT DAMAGED | NUMBER OF ENEMY AIRCRAFT CAPTURED | NUMBER OF ENEMY AIRCRAFT SUNK | NUMBER OF ENEMY AIRCRAFT DOWNED | NUMBER OF ENEMY AIRCRAFT DAMAGED | NUMBER OF ENEMY AIRCRAFT CAPTURED | NUMBER OF ENEMY AIRCRAFT SUNK |         |  |
| 13                        | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                               | 21                              | 22                               | 23                                | 24                            | 25                              | 26                               | 27                                | 28                            | 29      |  |
|                           |                    |       | 20-500 Gp             | 6.2              | Total               | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 4-100 Gp              |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           | 2                  |       | 20-500 Gp             | 5.3              | 14.5                | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 6-100 Gp              |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           | 2                  |       | 20-500 Gp             | 3.9              | 50 Cal              | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 8-100 Gp              |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           | 3                  |       | 16-500 Gp             | 4.4              |                     | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 8-100 Gp              |                  |                     | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 22-500 Gp             | 5.5              | Total               | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           | 1                  |       | 20-500 Gp             |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 2-750 Gp              | 5.7              | 11.10               | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 2-500 Gp              | 3.5              | 50 Cal              | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 16-500 Gp             | 4.0              |                     | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 20-500 Gp             |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 8-250 Gp              |                  | 2.20                | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 20-1000 Gp            | 12.0             | 50 Cal              | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 20-1000 Gp            | 10.0             |                     | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 23-1000 Gp            |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 12-100 Gp             | 6.3              | Total               | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 22-1000 Gp            |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 10-100 Gp             | 11.5             | 13.45               | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 22-1000 Gp            | 11.5             | 50 Cal              | Int-1              |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |
|                           |                    |       | 22-1000 Gp            |                  |                     |                    |                                  |                                 |                                  |                                   |                               |                                 |                                  |                                   |                               |         |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 80 DATE 19 January 1945

| MISSION      |                  |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                        |               | ENEMY RESISTANCE    |               | ENEMY LOSS                            |  |                |           |                    |
|--------------|------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|------------------------|---------------|---------------------|---------------|---------------------------------------|--|----------------|-----------|--------------------|
| GROUP        | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET        |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|              |                  |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |  |                |           |                    |
| 1            | 2                | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                     | 17            | 18                  | 19            | 20                                    | 21                                       | 22             | 23        | 24                 |
| 358          | 1445             | Support         | R/R Bridge-Speyer        | 1600                                    | 2:00                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-1000 Gp<br>8-100 WP |               |                     | Mod/4y        |                                       |  |                |           |                    |
| 371          | 1320             | Support         | R/R R-1999               | 1350                                    | 2:05                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   | 1                  |       | 21-500 Gp<br>6-100 WP  |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1335             | Escort          |                          | 1425                                    | 1:30                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   | 1                  |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1405             | "               |                          | 1445                                    | 2:20                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1550             | Support         | Bridge-R-171171          | 1600                                    | 1:40                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 Gp              | 200,150       |                     | Int-4-4y      |                                       |  |                |           |                    |
| 17           | 1335             | Glide           | Bridge-Rastatt           |   | 2:40                   |  | B-26            | 19                                  | 14                |                      | 19                        |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1350             | "               | "                        |   | 3:40                   |  | "               | 22                                  | 19                |                      | 19                        | 1                 | 2                  |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
| 320          | 1:00             | Precision       | M/Y R-249027             |   | 2:30                   |  | "               | 21                                  | 25                |                      | 25                        |                   | 2                  |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1:00             | "               | Bridge-R-249027          |   | 2:25                   |  | "               | 3                                   |                   |                      | 3                         |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
| 111<br>T/R   | 1410             | Tac Recon       | Strasbourg Area          | 1425                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1445             | "               | Saarbrücken Area         | 1505                                    | 1:40                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1520             | "               | Saargemünd Area          | 1535                                    | 1:20                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
| 162nd<br>T/R | 1355             | "               | Area "A"                 | 1415                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1510             | "               | Area "B"                 | 1525                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1510             | "               | Route 1                  | 1530                                    | 2:00                   |  | "               | 2                                   | 2                 | 2                    |                           |                   |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
| 34<br>Photo  | 1445             | Photo           | Black Coverage           | 1515                                    | 1:30                   |  | F-5             | 1                                   | 1                 |                      |                           | 1                 |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |
|              | 1445             | "               | "                        | 1515                                    | 1:30                   |  | "               | 1                                   | 1                 |                      |                           | 1                 |                    |       |                        |               |                     | Mod-15-4y     |                                       |  |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 80 DATE 19 January 1945

SECRET

SECRET  
 AUTH CG, 1st TACAF (P)  
 DATE 3 February 1945  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |                 |                        | ENEMY RESISTANCE |                     | RESULTS OF MISSION            |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         | REMARKS          |        |         |                   |                  |                   |                           |
|---------------------------|-------------------|--------------------|-----------------|------------------------|------------------|---------------------|-------------------------------|--------------------------------------|--|-----------------|-----------|--------------------|--------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---------------------------|
| REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET | AMMO.                  |                  |                     | ENEMY LOSSES                  |                                      |  | LOSSES BY CAUSE |           |                    | CREW MEMBERS |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                           |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT                 | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                           |
| 2                         | 13                | 14                 | 15              | 16                     | 17               | 18                  | 19                            | 20                                   | 21                                       | 22              | 23        | 24                 | 25           | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                        |
|                           |                   |                    |                 | 16-1000 Gp<br>8-100 Wp |                  |                     | Mod/4y                        |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  | near              | Blag 3-0-0 A/T 0-0-2      |
|                           | 1                 |                    |                 | 21-500 Gp<br>6-100 Wp  |                  |                     | Mod-12-1<br>Mod-12-1y<br>Nil  |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  | oor               | Railcut-1<br>Unsuccessful |
|                           |                   |                    |                 | 24-500 Gp              |                  | 200,750             | Int-A-4y                      |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Bridge 0-0-1 Roadblock-1  |
|                           | 1                 | 2                  |                 |                        |                  |                     | Nil<br>Nil                    |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   |                           |
|                           |                   | 2                  |                 |                        |                  |                     | Mod-12-1<br>Nil               |                                      |  |                 |           |                    |              | 1                 |      |                  |                |           |         |                  |        | 6       |                   |                  |                   |                           |
|                           |                   |                    |                 |                        |                  |                     | Mod-12-1<br>Nil<br>Nil        |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                           |
|                           |                   |                    |                 |                        |                  |                     | Int-12-1y<br>Nil<br>Mod-12-1y |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                           |
| 1                         |                   |                    |                 |                        |                  |                     | Nil                           |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                           |
| 1                         |                   |                    |                 |                        |                  |                     | Nil                           |                                      |  |                 |           |                    |              |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | No photo taken            |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 81 DATE 30 January 1945

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE        |               |                     |                                      |  |                |           |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------|---------------|---------------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET         | AMMO.         | ANTI-AIRCRAFT       | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | ENEMY LOSSES   |           |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT   | TOTAL TONNAGE | AMMUNITION EXPENDED |                                      |  | LOSSES BY TYPE | DESTROYED |
| 50      | 0910             | Dive            | Factory S-435218         |  | 2:25                   |   | P-47            | 16                                  | 15                | 15                   |                           |                   |                    | 1     | 22-500 gp<br>7-100 lb   | 3.8           | Total               | All                                  |  |                |           |
|         | 0920             | "               | City Near Strasbourg     |  | 2:10                   |   | "               | 16                                  | 16                | 16                   |                           |                   |                    |       | 22-500 gp<br>8-100 lb   | 6.4           | 6000                | All                                  |  |                |           |
|         | 0930             | "               | Bike S-0402              |  | 2:25                   |   | "               | 15                                  | 14                | 14                   |                           |                   |                    | 1     | 12-500 gp<br>6-250 lb   | 3.7           | 4 Cal               | All                                  | 3  | 4              | 28-105    |
| 358     | 0815             | "               | V-8513 ✓                 | 0850                                   | 1:50                   |   | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-1000 gp<br>12-100 lb | 12.6          | Total               | All                                  |  |                |           |
|         | 0835             | "               | Bridge V-7218 ✓          | 1000                                   | 1:55                   |   | "               | 12                                  | 12                | 8                    | 4                         |                   |                    |       | 16-1000 gp<br>8-100 lb  | 8.4           | 4 Cal               | All                                  |  |                |           |
|         | 0830             | Arm Troop       | M/Y S-7430               | 0845                                   | 2:50                   |   | "               | 12                                  | 12                | 5                    | 7                         |                   |                    |       | 9-1000 gp<br>4-100 lb   | 4.1           | 000/50              | All                                  |  |                |           |
| 415     | 1800             | CC1 Patrol      | Magdon Area              |  | 1:15                   |   | Beam            | 1                                   | 1                 |                      |                           |                   |                    | 1     |                         |               |                     | All                                  |  |                |           |
|         | 1835             | "               |                          |  | 1:45                   |   |                 | 1                                   | 1                 |                      | 1                         |                   |                    |       |                         |               |                     | All                                  |  |                |           |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO 81 DATE 20 January 1945

**SECRET**

SECRET  
AUTH CO. 1st TACAF (P)  
DATE 3 February 1945  
INIT \_\_\_\_\_

[illegible]

**SECRET**

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 82 DATE 21 January 1945

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21  | 22             | 23        | 24                 |
| 324     | 0920              | Dive            | Leeds B-105115           | 1000                                    | 1:25                   | 3000   | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 23,500 Gp             | 5.7           | 2320/50          |               |                                      |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 82 DATE 21 January 1945

SECRET

SECRET  
 AUTH CG, 1st TACAF (F)  
 DATE 2 February 1945  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                    |       |                       |                     | ENEMY RESISTANCE |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |              |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |       |    |    |
|---------------------------|--------------------|-------|-----------------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|-------|----|----|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.               |                  |                                      | ENEMY LOSSES                             |                |           | LOSSES BY CAUSE    |         |                   | CREW MEMBERS |                  |                |           |         |                  |         |         |                   |                  |                   |       |    |    |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |       |    |    |
| 2                         | 13                 | 14    | 15                    | 16                  | 17               | 18                                   | 19                                       | 20             | 21        | 22                 | 23      | 24                | 25           | 26               | 27             | 28        | 29      | 30               | 31      | 32      | 33                | 34               | 35                | 36    | 37 | 38 |
| 1                         |                    |       | 22-500 gp             | 5.5                 | 2320/50 40mm-1   |                                      |  |                |           |                    |         |                   |              |                  |                |           |         |                  |         | 2       |                   |                  |                   | UNDEB |    |    |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 83 DATE 22 January 1945

| MISSION |                   |                  | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |    |    |                           |    |    |    |                 |  |               | ENEMY RESISTANCE                     |   | ENEMY LOSSES BY TYPE DESTROYED |    |    |    |
|---------|-------------------|------------------|--------------------------|---|------------------------|--|-----------------|----|----|---------------------------|----|----|----|-----------------|--|---------------|--------------------------------------|---|--------------------------------|----|----|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION  | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET | AMMO.  | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |                                |    |    |    |
| 1       | 2                 | 3                | 4                        | 5                                       | 6                      | 7  | 8               | 9  | 10 | 11                        | 12 | 13 | 14 | 15              | 16   | 17            | 18                                   | 19  | 20                             | 21 | 22 | 23 |
| 50      | 1300              | Dive             | RR Bridge-5-029391       |   | 2:00                   |  | P-47            | 16 | 16 | 16                        |    |    |    |                 | 24-500 Gp<br>7-250 Frag<br>5-100 M<br>24-500 Gp<br>8-100 M |               |                                      |   |                                |    |    |    |
|         | 1400              | "                | Town R-1406              |   | 1:20                   |  | "               | 16 | 16 | 16                        |    |    |    |                 |  | 1.1           |                                      | Int-Airly                                 |                                |    |    |    |
|         | 1035              | Escort           |                          |   | 1:10                   |  | "               | 16 | 14 | 14                        |    |    |    | 2               |  | 6.4           |                                      | Int-Airly                                 |                                |    |    |    |
|         | 1110              | "                |                          |   | 1:10                   |  | "               | 14 | 14 | 14                        |    |    |    |                 |  |               |                                      | Bill                                      |                                |    |    |    |
| 324     | 1135              | Dive             | Dump R-199555            | 1150                                    | 1:35                   | 2:00   | "               | 12 | 9  | 9                         |    |    |    |                 | 20-500 Gp  | 5.            | Total                                | Heavy                                     |                                |    |    |    |
|         | 1135              | "                | M/Y Homburg              | 1250                                    | 2:10                   | 2000   | "               | 12 | 10 | 10                        |    |    |    | 2               | 18-500 Gp  | 4.4           | 13310                                | Heavy                                     | no shot                        |    |    |    |
|         | 1350              | "                | Boards R-1112            | 1445                                    | 1:25                   | 3000   | "               | 11 | 11 | 11                        |    |    |    |                 |  |               |                                      |   |                                |    |    |    |
|         | 1400              | "                | Bitch                    | 1440                                    | 1:10                   | 2500   | "               | 12 | 12 | 12                        |    |    |    |                 | 22-500 Gp  | 5.5           | 10000                                | Heavy                                     | no shot                        |    |    |    |
|         | 1115              | Escort           |                          |   | 1:25                   |  | "               | 12 | 12 | 12                        |    |    |    |                 | 24-500 Gp  | 6.            |                                      | Heavy                                     | no shot                        |    |    |    |
| 158     | 0840              | Rail Cutti.      | Rail Traffic             |   | 2:05                   |  | "               | 6  | 5  | 5                         |    |    |    | 1               | 10-1000 Gp   |               |                                      |   |                                |    |    |    |
|         | 0850              | Dive & Arm Recon |                          |   |                        |  | "               |    |    |                           |    |    |    |                 | 11-100 Gp  | 11.2          | 60000                                | Bill                                      |                                |    |    |    |
|         | 1215              | "                | Bks G-977935             | 0:30                                    | 1:40                   |  | "               | 11 | 11 | 11                        |    |    |    |                 | 24-500 Gp  | 11.0          | 16000                                | Heavy                                     |                                |    |    |    |
|         | 1340              | "                | M/Y R-2055               | 1300                                    | 2:50                   |  | "               | 12 | 12 | 12                        |    |    |    |                 | 24-500 Gp  | 11.0          | 16000                                | Heavy                                     |                                |    |    |    |
|         | 0920              | Support          |                          |   | 1:55                   |  | "               | 12 |    |                           |    |    |    | 12              |  |               |                                      |   |                                |    |    |    |
|         |                   | Arm Recon        | M/Y R-1003               | 1000                                    | 1:50                   |  | "               | 12 | 12 | 12                        |    |    |    |                 |  |               |                                      |   |                                |    |    |    |
|         | 1205              | "                | Dump-2364394             | 1300                                    | 2:00                   |  | "               | 11 | 10 | 10                        |    |    |    | 1               | 24-1000 Gp<br>6-100 M                                      | 6.3           | Total                                | Bill                                      |                                |    |    |    |
|         |                   |                  |                          |   |                        |  |                 |    |    |                           |    |    |    |                 | 20-1000 Gp<br>12 100 M                                     | 11.6          | 14110                                | Heavy                                     | no shot                        |    |    |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 83 DATE 22 January 1945

SECRET

SECRET

AUTH Col. 1st TACAF (P)DATE 3 February 1945

INIT

## ATTACKING POWER

## ENEMY RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING                        |    |    |    | BOMBS ON TARGET   | AMMO.         | RESISTANCE            |   | RESULTS OF MISSION  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |               |  |
|--|----|----|----|---|---------------|-----------------------|---|---|----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---------------|--|
| PERSONNEL FAILURE<br>MECHANICAL FAILURE<br>OTHER |    |    |    | NUMBER, TYPE & WEIGHT                                   | TOTAL TONNAGE | AMMUNITION EXPENDED   | ANTI-AIRCRAFT                             | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED<br>NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |               |  |
| 12   | 13 | 14 | 15 | 16  | 17            | 18                    | 19  | 20  | 21             | 22        | 23                 | 24      | 25               | 26   | 27               | 28             | 29        | 30      | 31               | 32     | 33      | 34                | 35               | 36                | 37            | 38   |
|  |    |    |    | 24-500 Cp<br>7-200 W<br>5-100 W<br>24-500 Cp<br>8-100 W | 1.1<br>6.6    |                       | 24-500 Cp<br>Int-M-ly<br>all<br>in 1-1000 |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Good<br>Good  | Railcut-2 M/R Bridge 0-0-1<br>Bldg 8-0-0-<br>Unsuccessful                          |
|  | 2  |    |    |   |               |                       |   |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |               |  |
|  | 2  | 1  |    | 20-500 Cp<br>18-500 Cp                                  | 5.<br>4.4     | Total<br>1000         | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         | 1                |      |                  |                |           | 1       |                  | 1      |         |                   |                  |                   | Fair<br>Good  | Bldg 4-0-0<br>Railcut-1 Bldg 1-0-3 M/R cars<br>0-0-8 M/Y-1                         |
|  |    |    |    | 22-500 Cp<br>24-500 Cp                                  | 3.2<br>6.     | 5000<br>all           | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs<br>wood | Bldg 3-0-0 M/Y 3-0-0<br>Unsuccessful   |
|  | 1  |    |    | 10-1000 Cp<br>1-100 W                                   | 3.2           | 6000<br>all           | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair          | M/Y 2-0-0 M/R cars 0-0-3<br>Bldg 6-0-1 Troops 20                                   |
|  |    |    |    | 11-100 Cp<br>24-1000 Cp<br>24-1000 Cp                   | 11.2<br>12.   | Total<br>1600<br>5000 | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good<br>wood  | Bldg 3-0-3<br>M/Y-1 Bldg 4-0-4 Railcut-2<br>M/Y 10-0-2 M/R cars 0-0-16<br>Troops 8 |
|  |    |    |    | 24-1000 Cp<br>6-100 W                                   | 6.3           | Total<br>all          | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |               |  |
|  | 1  |    |    | 20-1000 Cp<br>12-100 W                                  | 11.6          | 1410<br>5000          | 24-500 Cp<br>Int-M-ly<br>all              |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good          | M/R cars 0-0-10 M/Y 1-0-1<br>M/Y 3-0-2 M/Y-1 Loss 0-0-1<br>Bldg 0-0-4 Troops 30    |
|  |    |    |    |   |               |                       |   |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good.         |  |

SECRET

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 83 DATE 22 January 1945

| SECRET   |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |  |                |           |
|--|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|--|----------------|-----------|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 83 DATE 22 January 1945 |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |  |                |           |
| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               | ENEMY L                               |  |                |           |
| GROUP  | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|  |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |  |                |           |
| 1  | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21                                       | 22             | 23        |
| 358  | 1220              | Support         | Dump R-364394            | 1300                                    | 2:00                   |  | P-47            | 11                                  | 10                | 10                   |                           |                   |                    | 1     |                       | 10.4          |                  |               |                                       |  |                |           |
|  | 1600              | Support         | R-105115                 | 1640                                    | 1:45                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       |                       |               |                  |               |                                       |  |                |           |
|  | 1600              | "               | R-105115                 | 1625                                    | 1:45                   |  | "               | 15                                  | 15                | 15                   |                           |                   |                    |       | 30-1000 Gp            |               | Total            |               |                                       |  |                |           |
|  | 1035              | Arm Recon       | Wissenbourg              | 1115                                    | 2:05                   |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 15-100 WP             | 2.1           | 4100             |               |                                       |  |                |           |
|  | 1040              | "               | Town R-27/37             | 1130                                    | 2:00                   |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 30-1000 Gp            |               |                  |               |                                       |  |                |           |
|  | 1040              | "               | Wissenbourg              | 1110                                    | 2:00                   |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 15-100 WP             | 1.1           | 50 Cal           | Int-act       |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 6-1000 Gp             | 3.            | To tal           | Int-act       |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 8-1000 Gp             | 4.            | 9400             | Int-act       |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 3                                   | 3                 | 3                    |                           |                   |                    |       | 6-1000 Gp             | 3.            | 50 Cal           | Int-act       |                                       |  |                |           |
| 371  | 1045              | Support         | Crossroads-<br>Mulhouse  | 1110                                    | 1:30                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       |                       |               |                  |               |                                       |  |                |           |
|  | 1040              | "               | C/R V-7910               | 1115                                    | 1:50                   |  | "               | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       |               |                  |               |                                       |  |                |           |
|  | 1050              | "               | R/R V-9012               | 1120                                    | 2:25                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 16-500 Gp             |               |                  |               |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 7-100 WP              | 4.2           | 20-8/50          | Int-act       |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 Gp             |               |                  |               |                                       |  |                |           |
|  | 1335              | "               | Gun Pos R-130102         | 1415                                    | 1:20                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 11-100 WP             | 12.5          | 3240/30          |               |                                       |  |                |           |
|  | 1515              | "               | Tanks R-105115           | 1630                                    | 1:45                   |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 Gp             |               |                  |               |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 12                                  | 12                | 12                   |                           |                   |                    |       | 6-100 WP              |               | 200/50           | Int-act       |                                       |  |                |           |
|  | 1345              | "               | Sasbach Area             | 1400                                    | 1:00                   |  | "               | 9                                   | 4                 | 4                    |                           |                   |                    |       | 20-500 Gp             |               |                  |               |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 9                                   | 4                 | 4                    |                           |                   |                    |       | 7-100 WP              | 6.3           | 160/50           | Int-act       |                                       |  |                |           |
|  | 1605              | "               | Gun Pos V-8148           | 1635                                    | 1:20                   |  | "               | 12                                  | 10                | 10                   |                           |                   |                    |       | 8-500 Gp              |               |                  |               |                                       |  |                |           |
|  | 1555              | "               | RR Bridge R-29390        | 1640                                    | 1:25                   |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 3-100 WP              | 2.1           |                  |               |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 20-500 Gp             | 5.            |                  |               |                                       |  |                |           |
|  |                   |                 |                          |   |                        |  | "               | 11                                  | 11                | 11                   |                           |                   |                    |       | 8-100 WP              | 5.9           |                  |               |                                       |  |                |           |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34  
OPERATION NO. 83 DATE 22 January 1945SECRET  
CG. 1st TACAF (P)  
AUTH  
DATE 3 February 1945  
INIT

| OPERATION NO. 541 |                       |                  |                     | RESULTS OF MISSION |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | REMARKS           |                             |
|-------------------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------------------------|
| POWER             |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | REMARKS           |                             |
| A/C               | BOMBS ON              | AMMO.            |                     | ENEMY LOSSES       |                                      |  |                | LOSSES BY CAUSE |                    |         |                   | CREW MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
| ING               | TARGET                |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
| OTHER             | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                             |
| 15                | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                          |
|                   | 30-1000 Gp            | 10.4             | Total               | Mod-Hy             |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         | 3                |        |         |                   |                  | Very good         | All bombs on Target         |
|                   | 15-100 WP             | 2.1              | 4100                |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         | 1                |        |         |                   |                  | Excel             |                             |
|                   | 30-1000 Gp            | 15.1             | 50 Cal anti-Hy      |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         | 1                |        |         |                   |                  | Good              | Bldg 6-0-0 M/T 1-0-0        |
|                   | 15-100 WP             | 15.1             | 30 Cal anti-Hy      |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Poor              | M/T 5-0-4                   |
|                   | 6-1000 Gp             | 3.0              | 9400 anti-Hy        |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Poor              | M/T 1-0-7 M/T 0-0-1         |
|                   | 8-1000 Gp             | 4.0              | 50 Cal anti-Hy      |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 6-1000 Gp             | 3.0              |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 16-500 Gp             |                  |                     | All                |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | All Bombs Jettisoned        |
|                   | 5-100 WP              | 4.2              | 2000/50             | All                |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Unobs             | Loss 0-0-1                  |
|                   | 20-500 Gp             |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  | Good              | Loss 0-0-2 R/R Cars 12-0-10 |
|                   | 11-100 WP             | 12.5             | 3560/50             |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs                       |
|                   | 20-500 Gp             |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs                       |
|                   | 6-100 WP              |                  | 2000/50             | anti-Hy            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 20-500 Gp             |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 7-100 WP              | 6.3              | 160/50              | anti-Hy            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
| 5                 | 8-500 Gp              |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 5-100 WP              | 2.1              |                     |                    |                                      |  |                |                 |                    |         |                   | 1            |                  |                |           | 1       |                  |        | 1       |                   |                  |                   | Unobs                       |
|                   | 20-500 Gp             | 5.0              |                     | anti-Hy            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs                       |
|                   | 22-500 Gp             |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |                             |
|                   | 8-100 WP              | 5.9              |                     | anti-Hy            |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Fair                        |
|                   |                       |                  |                     |                    |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   | Bridge 0-0-1                |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 83 DATE 22 January 1945

| MISSION |                   |                 | OBJECTIVE                           | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |       | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |                       |               |                     |
|---------|-------------------|-----------------|-------------------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-------|------------------|---------------|---------------------------------------|---|----------------|-----------|-----------------------|---------------|---------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE            | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   | BOMBS ON TARGET    |       | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |                       |               |                     |
|         |                   |                 |                                     |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/G ATTACKING       | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER |                  |               |                                       |   |                |           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |
| 1       | 2                 | 3               | 4                                   | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15    | 16               | 17            | 18                                    | 19  | 20             | 21        | 22                    | 23            | 24                  |
| 17      | 1015<br>1030      | GLIDE           | RR Bridge Rastatt                   | 3:00<br>3:00                            |                        |  | F-6             | 2                                   | 23                |                           | 2       |                   | 1                  |       |                  |               | 1st-4-4                               |   |                |           |                       |               |                     |
| 320     | 0915<br>0915      | Precision       | Dump R-520814<br>RR Bridge R-521801 | 2:20<br>2:20                            |                        |  | F-6             | 3                                   | 53                |                           | 3       |                   |                    |       |                  |               | MI<br>MI                              |   |                |           |                       |               |                     |
| 111     | 1345<br>1420      | Tac Recon       | Saarbrücken Area                    | 1405<br>1:30                            | 2:00                   |  | F-6             | 2                                   | 2                 | 2                         | 2       |                   |                    |       |                  |               | MI<br>MI                              |   |                |           |                       |               |                     |
| 62      | 1305<br>1400      | " "             | Area "A"<br>"B"                     | 1330<br>1420                            | 2:00<br>1:15           |  | "               | 2                                   | 2                 | 2                         |         |                   |                    |       |                  |               | MI<br>MI                              |   |                |           |                       |               |                     |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 4 DATE 23 January 1945

| MISSION  |                  |                            | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                       |               | ENEMY RESISTANCE             |               | ENEMY LOSS                            |   |                |           |                    |
|----------|------------------|----------------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---------------------------------------|---------------|------------------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP    | TIME OF TAKE OFF | TYPE OF MISSION            | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                       |               | AMMO.                        | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|          |                  |                            |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                 | TOTAL TONNAGE |                              |               |                                       |   |                |           |                    |
| 1        | 2                | 3                          | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                    | 17            | 18                           | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50 FG    | 1005             | Dive Bomb                  | Flackback Area ✓         |   | 1:50                   |  | P-47            | 10                                  | 10                | 9                    |                           |                   |                    | 1     | 16/500 GP<br>7/100 RP<br>1/260 Frag   | 4.4           | Total 13275<br>50 Cal.       |               |                                       |   |                |           |                    |
|          | 0940             | " "                        | Ohmenheim Area           |   | 2:05                   |  | P-47            | 15                                  | 15                | 13                   |                           |                   |                    | 1     | 22/500 GP<br>8/100 RP                 | 5.9           | Int-As-By                    |               |                                       |   |                |           |                    |
|          | 0950             | " "                        | Kovhelsheim Area?        |   | 2:05                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 22/500 GP<br>8/100 RP                 | 5.9           | Int-As-By                    |               |                                       |   |                |           |                    |
| 326 FG   | 0925             | " "                        | Enemy Vehicles           | 1020                                    | 1:45                   | 1500   | P-47            | 11                                  | 10                | 10                   |                           |                   |                    | 1     | 20/500 GP                             | 5.            | Total 9990<br>50 Cal         | Int-Lt        |                                       |   |                |           |                    |
|          | 0930             | " "                        | Dump W-245708            | 1030                                    | 1:40                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16/500 GP                             | 4.            | 50 Cal Mod-By                |               |                                       |   |                |           |                    |
| 358      | 0840             | Ball Cuttl<br>RE           | W/Y R-3071               | 0915                                    | 1:55                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22/1000 GP<br>1/100 RP                | 3.6<br>11.    | 7200/50 Cal                  | Int-As-By     |                                       |   |                |           |                    |
|          | 0855             | Close Co-Op<br>& Arm Recon | Dump R-364394            | 0920                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22/1000 GP<br>11/100 RP<br>20/1000 GP | 11.5<br>12.5  | Total 14460<br>50 Cal Mod-By | Int-Lt        |                                       |   |                |           |                    |
|          | 0900             | " "                        | Oberhauffen              | 1000                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                                       |               |                              |               |                                       |   |                |           |                    |
| 371      | 0855             | Close Sup.                 | Woods V-8049 ✓           | 0920                                    | 1:40                   |  | P-47            | 11                                  | 11                | 10                   |                           |                   |                    | 1     | 13/500 GP<br>7/500 LP                 | 5.            | 8040/50 Cal                  | Int-As-By     |                                       |   |                |           |                    |
|          | 0910             | " "                        | Elfenheim ?              | 0930                                    | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 16/500 GP<br>8/500 LP                 | 6.            | 12285/50 Cal                 | Int-Lt        |                                       |   |                |           |                    |
|          | 0930             | " "                        | Midge V-7034 ✓           | 0955                                    | 1:40                   |  | P-47            | 11                                  | 10                | 10                   |                           |                   |                    | 1     | 16/500 GP                             | 5.            | 800/50 Cal                   | Int-Lt        |                                       |   |                |           |                    |
| 111 T.R. | 0935             | Yes Recon                  | Homburg Area             | 0950                                    | 1:40                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                                       |               |                              |               |                                       |   |                |           |                    |
|          | 1000             | " "                        | Hitzler Area             | 1030                                    | 2:00                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                                       |               |                              |               |                                       |   |                |           |                    |
| 142 T.R. | 1005             | " "                        | Area "B"                 | 1025                                    | 1:25                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                                       |               |                              |               |                                       |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 84 DATE 20 January 1945

SECRET

SECRET

AUTH 84-1st TAF (P)  
 DATE 3 February 1945  
 NIT

| ENGINEERING POWER        |                    |       | ENEMY RESISTANCE                      |               | RESULTS OF MISSION                      |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         | REMARKS          |        |         |                   |                  |                   |  |
|--------------------------|--------------------|-------|---------------------------------------|---------------|---|---------------|---|---|----------------|-----------|--------------------|---------|--------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C<br>ATTACKING |                    |       | BOMBS ON<br>TARGET                    |               | AMMO.                                   |               | ENEMY RESISTANCE                        |   | ENEMY LOSSES   |           |                    |         | LOSSES BY<br>CAUSE |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |                   |  |
| PERSONNEL FAILURE        | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                 | TOTAL TONNAGE | AMMUNITION EXPENDED                     | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES  | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 13                       | 14                 | 15    | 16                                    | 17            | 18                                      | 19            | 20                                      | 21  | 22             | 23        | 24                 | 25      | 26                 | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
| 1                        |                    |       | 16/500 GP<br>7/100 HP<br>1/260 Frag   | 4.4           | Total 1st Lt<br>13275<br>.50 Cal        |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Blade 11-0-2 MT 11-0-2<br>Headblock - 1  |
| 1                        | 1                  |       | 22/500 GP<br>8/100 HP                 | 5.9           | 1st Lt                                  |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Blade 26-0-5   |
|                          |                    |       | 22/500 GP<br>8/100 HP                 | 5.9           | 1st Lt                                  |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Blade 28-0-0 MT 5-0-0  |
| 1                        |                    |       | 20/500 GP                             | 5.            | Total 1st Lt<br>9990                    |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  | 2      |         |                   |                  | Good              | MT 6-0-5 Headblock - 1   |
|                          |                    |       | 16/500 GP                             | 4.            | .50 Cal 1st Lt                          |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Unobs.            |  |
|                          |                    |       | 22/1000 GP<br>1/100 HP                | 3.6<br>11.    | 7200/501st Lt                           |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  | 1      |         |                   |                  | Good              | Ballent 1 R/H Cars 9-0-0 MT-1<br>Loon 0-0-3 Bridge 1-0-0 Blkg<br>2-0-1 MT 28-0-4 Troops 6<br>MT 10-0-0 R/H Cars 0-0-25 |
|                          |                    |       | 22/1000 HP<br>11/100 HP<br>24/1000 GP | 11.5<br>12.5  | Total 1st Lt<br>14460<br>.50 Cal 1st Lt |               |   |   |                |           |                    |         | 2 2                |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Blade 8-0-5  |
| 1                        |                    |       | 13/500 GP<br>7/500 HP                 | 5.            | 2040/501st Lt                           |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Unobs.            |  |
|                          |                    |       | 16/500 GP<br>8/500 HP                 | 6.            | 12285/ 1st Lt<br>50                     |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | R/H Cars 0-0-7 Loon 0-0-13<br>Blkg 0-0-1 R/T 1   |
| 1                        |                    |       | 14/500 GP                             | 5.            | 800/501st Lt<br>All<br>240/501st Lt     |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  | Unobs.            |  |
|                          |                    |       |                                       |               | All                                     |               |   |   |                |           |                    |         |                    |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 85 DATE 24 January 1945

| MISSION     |                   |                     | OBJECTIVE                | OPER. FACTORS                          |                        |  | ATTACKING POWER |                                     |                   |                     |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |                  |                                      |   | ENEMY LOSSES   |           |                    |
|-------------|-------------------|---------------------|--------------------------|--|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                     | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO                | ENEMY RESISTANCE |                                      |   | ENEMY LOSSES   |           |                    |
|             |                   |                     |                          |  |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1           | 2                 | 3                   | 4                        | 5                                      | 6                      | 7  | 8               | 9                                   | 10                | 11                  | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21  | 22             | 23        | 24                 |
| 50<br>FG    | 1445              | Dive Bomb           | BR Bridge Karlsruhe      |  | 2:20                   |  | F-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 19/500 GP             | 9.7           | Total               | Int-40-ly        |                                      |   |                |           |                    |
|             | 1450              | "                   | Dump R-498               |  | 2:20                   |  | F-47            | 8                                   | 6                 | 6                   |                           |                   |                    | 1     | 1                     | 5/100 W       |                     |                  |                                      |   |                |           |                    |
|             | 1505              | "                   | Bridge R-015417          |  | 1:40                   |  | B-47            | 15                                  | 15                | 15                  |                           |                   |                    |       | 12/500 GP             | 6.2           | 6,500               | near-Int-40-ly   |                                      |   |                |           |                    |
| 324<br>FG   | 1400              | "                   | Ingelheim Area           | 1500                                   | 1:45                   | 1500   | F-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 4/100 W               |               |                     |                  |                                      |   |                |           |                    |
|             | 1500              | "                   | Bridge R-415487          | 1545                                   | 2:10                   | 1500   | F-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 22/500 GP             | 6.1           | .50 Cal             | Int-40-ly        |                                      |   |                |           |                    |
|             | 1510              | "                   | R-9445                   | 1615                                   | 1:35                   | 10000  | F-47            | 11                                  | 10                | 10                  |                           |                   |                    |       | 2/100 W               |               |                     |                  |                                      |   |                |           |                    |
| 358<br>FG   | 1345              | Support & Arm Recon | R-553                    | 1410                                   | 2:00                   |  | F-47            | 11                                  | 11                | 11                  |                           |                   |                    |       | 4/260 Frag            |               |                     |                  |                                      |   |                |           |                    |
|             | 1350              | Winden              | Winden                   | 1430                                   | 2:15                   |  | F-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 20/500 GP             | 6.            | Total               | near-ly          |                                      |   |                |           |                    |
|             | 1400              | "                   | Kleinhelm                | 1515                                   | 2:25                   |  | F-47            | 16                                  | 16                | 16                  |                           |                   |                    |       | 4/500 Phos            |               |                     |                  |                                      |   |                |           |                    |
| 111<br>T.R. | 1415              | The Recon           | Heding Area              | 1430                                   | 2:30                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 16/500 GP             | 6.            | 4060                | near-ly          |                                      |   |                |           |                    |
|             | 1420              | "                   | Nitche Area              | 1435                                   | 2:10                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 8/500 Phos            |               |                     |                  |                                      |   |                |           |                    |
|             | 1440              | "                   | Seestruken Area          | 1500                                   | 1:30                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 12/500 GP             | 5.            | .50 Cal             | Int-40-ly        |                                      |   |                |           |                    |
| 162<br>T.R. | 1445              | "                   | Strasbourg Area          | 1500                                   | 2:00                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 22/500 GP             | 6.9           | Total               | near-ly          |                                      |   |                |           |                    |
|             | 1535              | "                   | Pinnasone Area           | 1550                                   | 1:05                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 11/260 Frag           |               |                     |                  |                                      |   |                |           |                    |
|             | 1420              | "                   | Area "A"                 | 1435                                   | 2:00                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 24/500 GP             | 9.            | 5840                | Int-40-ly        |                                      |   |                |           |                    |
| 162<br>T.R. | 1415              | "                   | Area "B"                 | 1435                                   | 2:00                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 12/500 GP             | 9.7           | .50 Cal             | near-Int-40-ly   |                                      |   |                |           |                    |
|             | 1420              | "                   | Route 23                 | 1440                                   | 2:00                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 37/500 GP             |               |                     |                  |                                      |   |                |           |                    |
|             | 1430              | "                   | Route 21                 | 1450                                   | 2:00                   |  | F-6             | 2                                   | 2                 | 2                   |                           |                   |                    |       | 10/100 W              |               |                     |                  |                                      |   |                |           |                    |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV)

OPERATIONS REPORT FORM 34

OPERATION NO. 86 DATE 2 January 1945

| MISSION     |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                     |                           |                   |                    |       |                       |                        | ENEMY RESISTANCE    |                  |                                      |  | ENEMY LOSSES   |           |                    |
|-------------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                     | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                        | AMMO.               | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |
|             |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE          | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1           | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                  | 12                        | 13                | 14                 | 15    | 16                    | 17                     | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 |
| 50<br>P     | 1450              | Dive Bomb           | Holtzweiler Area         |   | 1:45                   |  | P-47            | 16                                  | 13                | 13                  |                           |                   |                    | 2     | 1                     | 20/500 GP<br>6/100 HP  | 5.3                 | Total            | None-12-14                           |  |                |           |                    |
|             | 1505              | "                   | Wiherscheider Area       |   | 1:55                   |  | P-47            | 14                                  | 14                | 14                  |                           |                   |                    |       |                       | 22/500 GP<br>7/100 HP  | 6.3                 | 17075            | None-12-14                           |  |                |           |                    |
|             | 1525              | "                   |                          |   | 1:35                   |  | P-47            | 11                                  |                   |                     | 11                        |                   |                    |       |                       | 4/260 Prod             |                     | .50 Cal          | All                                  |  |                |           |                    |
| 324<br>P    | 1430              | "                   | Hertzweiler              | 1510                                    | 1:40                   | 3000   | P-47            | 7                                   | 7                 | 5                   |                           |                   |                    | 2     |                       | 8/500 GP<br>20/500 LB  | 2.5                 | Total            | None-14                              |  |                |           |                    |
|             | 1515              | "                   | R-157103                 | 1540                                    | 1:10                   | 1000   | P-47            | 9                                   | 9                 | 9                   |                           |                   |                    |       |                       | 14/500 GP<br>4/500 LB  | 4.5                 | .50 Cal          | None-14                              |  |                |           |                    |
| 358<br>P    | 1255              | Support & Arm Recon | R-2632                   | 1320                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       |                       | 24/500 GP<br>11/500 LB | 8.7                 | Total            | All                                  |  |                |           |                    |
|             | 1355              | "                   | Severna Area             | 1425                                    | 2:50                   |  | P-47            | 12                                  | 11                | 11                  |                           |                   |                    | 1     |                       | 22/500 GP<br>11/500 LB | 8.2                 | 17420            | None-12-14                           |  |                |           |                    |
|             | 1410              | "                   | Zinnwiler Area           | 1455                                    | 2:30                   |  | P-47            | 11                                  | 8                 | 8                   |                           |                   |                    | 2     | 1                     | 20/500 GP<br>4/500 LB  | 6.                  | .50 Cal          | None-14                              |  |                |           |                    |
| 371<br>P    | 1525              | Support             | Sta. R-326608            | 1555                                    | 1:40                   |  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       |                       | 24/500 GP<br>8/100 HP  | 6.4                 | 2968/50          | None-12-14                           |  |                |           |                    |
|             | 1535              | "                   | St Bridge (019493)       | 1615                                    | 1:30                   |  | P-47            | 9                                   | 6                 | 6                   |                           | 3                 |                    |       |                       | 12/500 GP<br>3/100 HP  | 3.1                 | 2500/50          | None-12-14                           |  |                |           |                    |
| 111<br>P.R. | 1430              | Tac Recon           | Strasbourg Area          | 1515                                    | 2:30                   |  | P-4             | 2                                   | 2                 | 2                   |                           |                   |                    |       |                       |                        |                     |                  | None-12-14                           |  |                |           |                    |
|             | 1510              | "                   |                          |   | 1:40                   |  | P-4             | 2                                   |                   |                     |                           |                   |                    | 2     |                       |                        |                     |                  | All                                  |  |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 26 DATE 2 January 1945

SECRET

SECRET  
 AUTH. CIA 1st TACAF (P)  
 DATE 8 February 1945  
 INIT. \_\_\_\_\_

| POWER |    |   |                   | ENEMY RESISTANCE                                       |               | RESULTS OF MISSION                   |  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |  |                           |
|-------|----|---|-------------------|--|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|---------------------------|
| C     | G  | BOMBS ON TARGET   |                   | AMMO.  |               |                                      | ENEMY LOSSES                             |                |           | LOSSES BY CAUSE    |         |                  |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |  |                           |
| OTHER |    | NUMBER, TYPE & WEIGHT   | TOTAL TONNAGE     | AMMUNITION EXPENDED                                    | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |                           |
| 5     | 16 |   | 17                | 18   | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26               | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                                     |                           |
| 1     |    | 20/500 GP<br>6/100 HP<br>22/500 GP<br>7/200 HP<br>4/250 Frag                                      | 5.3<br>6.3        | Total 110-12-14<br>170/15 110-12-14                    |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         | 1                |        |         |                   |                  | Unobs.            | MT 1-0-0                               |                           |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         | 1                |        |         |                   |                  | Excell.           | Bldgs 6-0-4 Tanks 0-0-1<br>Roadblock 1 |                           |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | All bombs jettisoned                   |                           |
| 2     |    | 8/500 GP<br>2/500 IB<br>11/500 GP<br>4/300 IB<br>24/500 GP<br>11/500 IB<br>22/500 GP<br>11/500 IB | 2.5<br>4.5<br>8.7 | Total 110-12<br>7740<br>.50 Cal 110-12<br>Total All    |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         | 2                |        |         |                   |                  | Fair              | MT 0-0-15                              |                           |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Bldgs 5-0-3 Roadblock 1                |                           |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            |  |                           |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            | MT 0-0-4 Bldgs 10-0-0                  |                           |
| 1     |    | 20/500 GP<br>4/500 IB<br>24/500 GP<br>8/100 HP<br>12/500 GP<br>3/100 HP                           | 6.<br>6.4<br>3.1  | .50 Cal 110-12<br>2960/5 110-12-14<br>2500/5 110-12-14 |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Good                                   | Bldgs 2-0-3               |
|       |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Poor                                   | Mailbox 1 R/R Cars 0-0-14 |
| 2     |    |   |                   |  |               |                                      |  |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  |                   |  |                           |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 87 DATE 20 January 1945

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50<br>FG  | 0855              | Dive Bomb       | Tanks 6-9365             |   | 2:05                   |  | P-47            | 15                                  | 13                | 13                   |                           |                   |                    | 2     | 20-500 GP<br>7-100 HP<br>4-250 Frag | 5.8           | Total            | See-14        |                                       |   |                |           |                    |
|           | 0855              | " "             | Baden-Baden Area         |   | 2:15                   |  | P-47            | 14                                  | 11                | 11                   |                           |                   |                    | 3     | 10-500 GP<br>4-100 HP               | 4.7           | 220/2            | See-14-14     |                                       |   |                |           |                    |
|           | 1610              | " "             | Herrlisheim Area         |   | 1:05                   |  | P-47            | 8                                   | 8                 | 7                    |                           |                   |                    | 1     | 8-500 GP                            | 2             | .50 Cal          | Int-14-14     |                                       |   |                |           |                    |
|           | 1600              | Fighter Sup.    |                          |   | 1:25                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     |                                     |               | 1200/50          | M11           |                                       |   |                |           |                    |
|           | 1250              | Escort          |                          |   | 2:35                   |  | P-47            | 13                                  | 12                | 12                   |                           |                   |                    | 1     |                                     |               |                  | M11           |                                       |   |                |           |                    |
|           | 1250              | "               |                          |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                                     |               |                  |               | M11                                   |   |                |           |                    |
| 33        | 0900              | Dive Bomb       | Offenburg H/T            | 1015                                    | 1:35                   | 600  | P-47            | 7                                   | 6                 | 6                    |                           |                   |                    | 1     | 8-500 GP<br>4-500 LB                | 3.            | Total            | M11           |                                       |   |                |           |                    |
|           | 0955              | " "             | Bachweier Area           | 1045                                    | 1:35                   |  | P-47            | 8                                   | 4                 | 4                    |                           |                   |                    | 4     | 6-500 GP<br>2-500 LB                | 2.            | 20650            | M11           |                                       |   |                |           |                    |
|           | 1035              | " "             | Troops V-832469          | 1125                                    | 1:40                   | 1500   | P-47            | 10                                  | 9                 | 9                    |                           |                   |                    | 1     | 14-500 GP<br>4-500 LB               | 4.5           | .50 Cal          | M11           |                                       |   |                |           |                    |
|           | 1150              | " "             | Mannheim Area            | 1280                                    | 1:30                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP                           | 4.            |                  | See-14        |                                       |   |                |           |                    |
|           | 1420              | " "             | Gun Pos. V-834474        | 1450                                    | 1:10                   | 800  | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14-500 GP                           | 3.5           |                  | See-14-14     |                                       |   |                |           |                    |
|           | 1600              | " "             | Hallinghaus Area         | 1645                                    | 1:30                   | 4000   | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 16-500 GP                           | 4.5           |                  | See-14-14     |                                       |   |                |           |                    |
| 258<br>FG | 1620              | Fighter Sup.    |                          | 1705                                    | 1:30                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                                     |               | 4000/50          | See-14        |                                       |   |                |           |                    |
|           | 1245              | IFW Recon       | Enemy Vehicles           | 0835                                    | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    | 1 2   | 22-500 GP<br>11-250 Frag            | 6.9           | Total            | Int-14        |                                       |   |                |           |                    |
|           | 1205              | " "             | Bridge R-4555            | 1240                                    | 1:55                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP                           | 9.            | 39002            | See-14        |                                       |   |                |           |                    |
|           | 1530              | " "             | Rail Traffic             | 1600                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP<br>11-500 GP              | 8.2           | .50 Cal          | See-14        |                                       |   |                |           |                    |
|           | 0840              | " "             | H/T V-770873             | 1015                                    | 2:15                   |  | P-47            | 11                                  | 10                | 10                   |                           |                   |                    | 1     | 20-500 GP<br>6-100 HP               | 5.3           |                  | M11           |                                       |   |                |           |                    |

SECRET

Page 1



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 27 DATE 20 January 1945

SECRET

SECR

AUTH. 6-20  
 DATE 8 Feb 45  
 INIT

| KING POWER            |                    |       | ENEMY RESISTANCE   |                         |                                      | RESULTS OF MISSION |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS           |    |         |                   |                  |   |
|-----------------------|--------------------|-------|--|-------------------------|--------------------------------------|--------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|----|---------|-------------------|------------------|---|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET  |                         | AMMO.                                | ENEMY RESISTANCE   |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |    |         |                   |                  |   |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE           | AMMUNITION EXPENDED                  | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |    | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |   |
| 3                     | 14                 | 15    | 16   | 17                      | 18                                   | 19                 | 20   | 21             | 22        | 23                 | 24      | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32     | 33                | 34 | 35      | 36                | 37               | 38  |
|                       | 2                  |       | 20-500 GP<br>7-100 HP<br>4-260 Frag  | 5.0                     | Total                                | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | Tanks 4-0-0 AFV 3-0-0<br>Roadblock - 1 MT 2-0-5<br>Troops 20<br>Log basket      |
|                       | 3                  |       | 18-500 GP<br>4-100 HP<br>8-500 GP  | 4.7                     | .50 Cal                              | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Unkns.           |   |
|                       | 1                  |       |  | 2.                      |                                      | Int-Int            |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | Roadblock - 1 Tanks 1-0-6<br>Bldgs 10-0-0<br>MT 0-0-2<br>Unventful<br>Unventful |
|                       | 1                  |       |  |                         | 1280/50                              | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  |   |
|                       | 1                  |       |  |                         |                                      | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  |   |
|                       | 1                  |       |  |                         |                                      | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  |   |
|                       | 1                  |       | 8-500 GP<br>4-500 LB   | 3.                      | Total                                | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | MT-1 Bldg 1-0-0 R/R Cars<br>0-0-20  |
|                       | 4                  |       | 6-500 GP<br>2-500 LB   | 2.                      | 20650                                | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | Bldg 10-0-1 Barrels - 10  |
|                       | 1                  |       | 14-500 GP<br>4-500 LB<br>16-500 GP<br>14-500 GP<br>18-500 GP                             | 4.5<br>4.<br>3.5<br>4.5 | .50 Cal                              | Nil                |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Unkns.           |   |
|                       |                    |       |  |                         |                                      | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Unkns.           | Bldg 1-0-0  |
|                       |                    |       |  |                         |                                      | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Unkns.           |   |
|                       |                    |       |  |                         |                                      | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | Bldg 8-0-0<br>MT 3-0-0  |
|                       | 1                  | 2     | 20-500 GP<br>11-260 Frag<br>36-500 GP<br>20-500 GP<br>11-500 GP<br>20-500 GP<br>6-100 HP | 6.9<br>9.<br>8.2<br>5.3 | 4000/50<br>Total<br>30002<br>.50 Cal | None               |  |                |           |                    |         |                   | 1    | 1                |                |              |         |                  |        | 1                 |    |         |                   | Unkns.           | MT 8-0-12   |
|                       |                    |       |  |                         |                                      | Int-Int            |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Poor             | MT 3-0-5 Barrels 0-0-3  |
|                       |                    |       |  |                         |                                      | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | MT-2 R/R Cars 4-0-7 Loose<br>0-0-3 MT 2-0-6                                     |
|                       |                    |       |  |                         |                                      | None               |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |                   |    |         |                   | Good             | MT 1-0-0 R/R Cars 4-0-0<br>Loose 1-0-0 R/R 1 Bldg 1-0-0                         |

SECRET

Page 2

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 87 DATE 28 January 1945

| MISSION   |                   |                     | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                        |               |          | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |
|-----------|-------------------|---------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|------------------------|---------------|----------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET        |               | AMMO.    | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|           |                   |                     |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE |          |                  |                                       |   |                |           |                    |
| 1         | 2                 | 3                   | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                     | 17            | 18       | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 358<br>FC | 1220              | Arm Recon           | Sachsenhausen Area       | 1350                                    | 2:20                   |  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 30-500 GP              | 7.5           |          | M1               |                                       |   |                |           |                    |
|           | 1540              | " "                 | Rail Traffic             | 1630                                    | 2:05                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 48-500 GP              | 12.           |          | M1               |                                       |   |                |           |                    |
|           | 0810              | " "                 | " "                      | 0905                                    | 2:40                   |  | P-47            | 11                                  | 10                | 10                   |                           |                   | 1                  |       | 20-500 GP<br>8-100 HP  | 5.4           |          | None-ly          |                                       |   |                |           |                    |
|           | 1150              | " "                 | Bousseviller Area        |   | 2:00                   |  | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 27-500 GP              | 6.7           |          | None-ly          |                                       |   |                |           |                    |
|           | 1520              | Support & Arm Recon | Tanks N-11512            | 1600                                    | 1:55                   |  | P-47            | 13                                  | 13                | 13                   |                           |                   |                    |       | 14-500 GP<br>22-500 GP | 9.            | 11700/50 | None-Lt          |                                       |   |                |           |                    |
|           | 1015              | Dive Bomb           | Bridge. 093200           | 1100                                    | 2:20                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP<br>8-500 LB  | 6.            | 1000/50  | 1st-ly           |                                       |   |                |           |                    |
| 371<br>FC | 1115              | Support             | Troops G-865468          | 1135                                    | 1:55                   |  | P-47            | 12                                  | 12                | 11                   |                           |                   | 1                  |       | 22-500 GP              | 5.3           | 2040/50  | None-1st-ly      |                                       |   |                |           |                    |
|           | 1155              | "                   | An-An-Rhein Area         | 1350                                    | 2:25                   |  | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 18-500 GP              | 4.3           | 2400/50  | None-1st-ly      |                                       |   |                |           |                    |
|           | 0745              | "                   | V-0055 Area              | 0830                                    | 1:55                   |  | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14-500 GP              | 3.3           |          | None-1st-ly      |                                       |   |                |           |                    |
|           | 0815              | "                   | Mulheim Area             | 0830                                    | 1:40                   |  | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 17-500 GP              | 4.5           |          | None-1st-ly      |                                       |   |                |           |                    |
|           | 1400              | "                   | Eisenheim Area           | 1420                                    | 1:05                   |  | P-47            | 9                                   | 9                 | 8                    |                           | 1                 |                    |       | 7-100 HP<br>16-500 GP  | 4.            | 1250/50  | M1               |                                       |   |                |           |                    |
|           | 1430              | "                   | Tanks V-835458           | 1510                                    | 1:25                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   | 1                  |       | 22-500 GP              | 5.5           |          | None-1st-ly      |                                       |   |                |           |                    |
|           | 1515              | "                   | Woods V-803535           | 1545                                    | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP              | 6.            | 1960/50  | None-1st-ly      |                                       |   |                |           |                    |
|           | 1645              | "                   | Eisenheim Area           | 1700                                    | 1:05                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 21-500 GP              | 5.8           | 730/50   | None-1st-ly      |                                       |   |                |           |                    |
|           | 1635              | "                   | Wentzenheim Area         | 1655                                    | 1:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP              | 6.            | 1480/50  | None-1st-ly      |                                       |   |                |           |                    |
|           | 0845              | "                   | Freilburg Area           | 0930                                    | 1:25                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22-500 GP<br>6-100 HP  | 5.8           |          | None-1st-ly      |                                       |   |                |           |                    |
| 17th      | 1050              | "                   | Woods V-783448           | 1120                                    | 1:45                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 14-500 GP              | 4.            | 1200/50  | M1               |                                       |   |                |           |                    |
|           | 1320              | Precision           | N/T Wiesenburg           |   | 3:20                   |  | P-47            | 43                                  | 41                |                      | 41                        |                   |                    |       |                        |               |          | None-1st-ly      |                                       |   |                |           |                    |
| 320th     | 1200              | "                   | Wendental Area           | 1420                                    | 3:15                   | 12500  | P-47            | 45                                  | 43                | 43                   |                           |                   | 2                  | 5     | 301-500 GP             | 25.2          |          | M1               |                                       |   |                |           |                    |

SECRET  
Page 2

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 87 DATE 28 January 1945

SECRET

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

## LACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

REASONS A/C  
NOT ATTACKINGBOMBS ON  
TARGET

## AMMO.

## ENEMY LOSSES

LOSSES BY  
CAUSECREW  
MEMBERS

| PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                            |
|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----------------------------|
| 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                         |
|                   |                    |       | 30-500 GP             | 7.5           |                     | All           |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldg 3-0-0 R/R Cars 0-0-15 |
|                   |                    |       | 48-500 GP             | 12.           |                     | All           |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | MT 2-0-0 AVT 1-0-0         |
| 1                 |                    |       | 20-500 GP             | 5.4           |                     | None-ly       |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Railcut - 1 M/Y 1 Loose    |
|                   |                    |       | 8-100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 3-0-4 R/R Cars 28-0-56     |
|                   |                    |       | 27-500 GP             | 6.7           |                     | None-ly       |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/Y 1 R/R Cars 7-0-29      |
|                   |                    |       | 14-500 GP             | 9.            | 11700/50            | None-Lt       |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Bldg 4-0-0 MT 2-0-6        |
|                   |                    |       | 22-500 GP             |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldg 2-0-2 Roadblock 1     |
|                   |                    |       | 16-500 GP             | 6.            | 1000/50             | 1st-ly        |                                       |   |                |           |                    |         | 1                 | 1    |                  |                |           |         |                  | 2      |         | 1                 |                  | Good              | R/R Cars 0-0-6 MT 0-0-8    |
|                   |                    |       | 8-500 LB              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Tanks 5-0-3                |
| 1                 |                    |       | 22-500 GP             | 5.5           | 2040/50             | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   |                  | Fair              | MT 0-0-3 Bldg 1-0-2        |
|                   |                    |       | 18-500 GP             | 4.5           | 240/50              | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | MT 6-0-26                  |
|                   |                    |       | 14-500 GP             | 3.5           |                     | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldg 2-0-0 Roadblock 1     |
|                   |                    |       | 17-500 GP             | 4.5           |                     | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            | Bldg 0-0-4 Railcuts 3      |
| 1                 |                    |       | 7-100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |                            |
|                   |                    |       | 16-500 GP             | 4.            | 1250/50             | All           |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            |                            |
|                   |                    |       | 22-500 GP             | 5.5           |                     | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            |                            |
|                   |                    |       | 24-500 GP             | 6.            | 2960/50             | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            | Roadblocks 2 Bldgs 2-0-0   |
|                   |                    |       | 21-500 GP             | 5.2           | 730/50              | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   |                  | Unobs.            | MT 1-0-1                   |
|                   |                    |       | 24-500 GP             | 6.            | 1480/50             | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | All Bombs on Target        |
|                   |                    |       | 22-500 GP             | 5.8           |                     | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldgs 20-0-0               |
|                   |                    |       | 6-100 HP              |               |                     |               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            |                            |
|                   |                    |       | 16-500 GP             | 4.            | 1200/50             | All           |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unobs.            | MT 0-0-4                   |
| 2                 |                    |       |                       |               |                     | None-1st-ly   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   |                            |
| 5                 |                    |       | 301-500 GP            | 25.8          |                     | All           |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |                            |

SECRET  
 Page 2

THIS  
 PAGE  
 IS  
 UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 87 DATE 23 January 1945

| MISSION     |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                 |                                       | ENEMY LOSS                                |                |           |                    |                     |
|-------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|-----------------|---------------------------------------|---|----------------|-----------|--------------------|---------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT   | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|             |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                 |                                       |   |                |           |                    | AMMUNITION EXPENDED |
| 1           | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19              | 20                                    | 21  | 22             | 23        | 24                 |                     |
| 111<br>T.R. | 0930              | Tac Recon       | Drachenheim Area         | 0945                                    | 2:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 100-40-1        |                                       |   |                |           |                    |                     |
|             | 1030              | "               | "                        |   | 1:40                   |  | F-6             | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1100              | "               | Pirmasens Area           | 1115                                    | 1:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1130              | Photo Recon     | Karlsruhe Area           | 1145                                    | 2:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1130              | "               | Colmar Area              | 1210                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1325              | Tac Recon       | Strasbourg Area          | 1340                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 100-40-1        |                                       |   |                |           |                    |                     |
|             | 1450              | "               | Saargemund Area          | 1510                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 100-40-1        |                                       |   |                |           |                    |                     |
|             | 1500              | "               | Karlsruhe Area           | 1545                                    | 1:40                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1530              | "               | Bitche Area              | 1545                                    | 1:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1535              | "               | Colmar Area              | 1550                                    | 1:25                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 162<br>T.R.       | 0845            | "                        | Route #2                                | 0925                   | 2:15   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                 | 100-40-1                              |   |                |           |                    |                     |
|             |                   | 1130            | "                        | Area "D"                                | 1150                   | 2:10   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                 | 100-40-1                              | 12  |                |           |                    |                     |
|             |                   | 1215            | "                        | Route #2                                | 1235                   | 2:00   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                 | MI                                    |   |                |           |                    |                     |
|             |                   | 1145            | "                        | Area "C"                                | 1205                   | 2:00   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                 | MI                                    |   |                |           |                    |                     |
|             |                   | 1200            | "                        | Route #4                                | 1217                   | 1:15   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                 | MI                                    |   |                |           |                    |                     |
| 1225        |                   | "               | Route #2                 | 1245                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
| 1445        |                   | "               | Area "C"                 | 1500                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 100-40-1        |                                       |   |                |           |                    |                     |
| 1455        |                   | "               | Route #2                 | 1525                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
| 1440        |                   | "               | Route #4                 | 1455                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | 200-30-100-40-1 |                                       |   |                |           |                    |                     |
| 1445        |                   | "               | Area "A"                 | 1500                                    | 1:35                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
| 1625        |                   | "               | Area "B"                 | 1640                                    | 1:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
| 24<br>P.R.  |                   | 1150            | Photo Recon              | Dump R-278563                           | 1210                   | 1:50   |                 | F-5                                 | 1                 | 1                    | 1                         |                   |                    |       |                       |               |                  |                 | 100-40-1                              |   |                |           |                    |                     |
|             |                   | 1400            | "                        | M/Y Freiburg                            | 1430                   | 2:15   |                 | F-5                                 | 1                 | 1                    | 1                         |                   |                    |       |                       |               |                  |                 | Int-40-1                              |   |                |           |                    |                     |
|             |                   | 1300            | "                        | Black Coverage                          | 1325                   | 1:45   |                 | F-5                                 | 1                 | 1                    | 1                         |                   |                    |       |                       |               |                  |                 | MI                                    |   |                |           |                    |                     |
|             |                   | 1140            | "                        | M/Y Zweibrücken                         | 1115                   | 1:30   |                 | F-5                                 | 1                 | 1                    | 1                         |                   |                    |       |                       |               |                  |                 | 100-40-1                              |   |                |           |                    |                     |
|             | 1315              | "               | Black Coverage           | 1400                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |
|             | 1150              | "               | "                        | 1215                                    | 1:00                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | MI              |                                       |   |                |           |                    |                     |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 87 DATE 2 January 1945

SECRET

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

| POWER        |                       |               | ENEMY RESISTANCE |               | RESULTS OF MISSION                      |   |                     |                |           |                    |         |                   |      |                  |                |           |         | REMARKS |                  |        |         |                   |                  |
|--------------|-----------------------|---------------|------------------|---------------|---|---|---------------------|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|---------|------------------|--------|---------|-------------------|------------------|
| A/C<br>CKING | BOMBS ON<br>TARGET    |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED | ENEMY LOSSES        |                |           | LOSSES BY<br>CAUSE |         |                   |      | CREW<br>MEMBERS  |                |           |         |         |                  |        |         |                   |                  |
|              | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |   |   | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN |         | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 15           | 16                    | 17            | 18               | 19            | 20                                      | 21  | 22                  | 23             | 24        | 25                 | 26      | 27                | 28   | 29               | 30             | 31        | 32      | 33      | 34               | 35     | 36      | 37                | 38               |
|              |                       |               |                  |               |   |   |                     |                |           |                    |         |                   |      |                  |                |           |         |         |                  |        |         |                   |                  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 55 DATE 30 January 1945

| MISSION     |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |                    |
|-------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|             |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1           | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 324<br>P.O. | 0845              | Dive Bomb       | Graschenheim Area        | 0925                                    | 1:05                   | 800  | P-47            | 5                                   | 5                 | 5                    |                           |                   |                    |       | 10-500 lb             | 2.5           | Total               | Nil           |                                       |   |                |           |                    |
|             | 0855              | " "             | Widensheim Area          | 0930                                    | 1:15                   | 1000   | P-47            | 5                                   | 5                 | 5                    |                           |                   |                    |       | 10-500 lb             | 2.5           | 14210               | None          |                                       |   |                |           |                    |
|             | 0900              | " "             | Darremontgen Area        | 0930                                    | 1:15                   | 1500   | P-47            | 4                                   | 4                 | 4                    |                           |                   |                    | 1     | 6-500 lb              | 2             | .50 Cal             | Nil           |                                       |   |                |           |                    |
| 358<br>P.O. | 0800              | " "             | M/Y Bruchsal             | 0830                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 2-500 lb              |               | Total               | None          |                                       |   |                |           |                    |
|             |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 3-500 lb              | 9.            |                     |               |                                       |   |                |           |                    |
|             | 0805              | " "             | Bridge R-958829          | 0945                                    | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 3-500 lb              | 9.            | 11945               | None          |                                       |   |                |           |                    |
|             | 0815              | Railcutting     | R-8840                   |   | 1:55                   |  | P-47            | 12                                  | 12                |                      | 12                        |                   |                    |       |                       |               | .50 Cal             |               |                                       |   |                |           |                    |
| 162<br>T.R. | 0920              | Tan Recon       | Strasbourg Area          | 0945                                    | 1:25                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |
|             | 0930              | " "             | " "                      |   | 1:15                   |  | P-47            | 2                                   | 2                 | 2                    |                           | 2                 |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |
|             | 1000              | " "             | Bitsch Area              | 1045                                    | 1:30                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |
|             | 1055              | " "             | Seckbach Area            | 1110                                    | 1:35                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |
| 162<br>T.R. | 0900              | " "             | Area "C"                 | 0915                                    | 1:35                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | 1st-10-ly     |                                       |   |                |           |                    |
|             | 0855              | " "             | Area "D"                 | 0915                                    | 1:30                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | None          |                                       |   |                |           |                    |
|             | 0855              | " "             | Route #2                 | 0930                                    | 2:15                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | 1st-10-ly     |                                       |   |                |           |                    |
|             | 0900              | " "             | Route #4                 | 0930                                    | 2:05                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |
| 415<br>M.F. | 1740              | Intruder        | London Area              |   | 2:20                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               | Total               |               |                                       |   |                |           |                    |
|             | 2305              | " "             | Karlruhe Area            |   | 2:00                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               | 700/2000            |               |                                       |   |                |           |                    |
|             | 0140              | " "             | Ludwigshafen Area        |   | 1:40                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               | 470/.305            |               | 1                                     |   |                |           |                    |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 88 DATE 30 January 1945

DATE

INIT.

| POWER       |                       |               |                     | ENEMY RESISTANCE |  | RESULTS OF MISSION                           |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   | REMARKS          |                   |                                |
|-------------|-----------------------|---------------|---------------------|------------------|--|--|----------------|-----------|--------------------|--------------------|-------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--------------------------------|
| A/C<br>KING | BOMBS ON<br>TARGET    | AMMO.         |                     |                  |  | ENEMY LOSSES                                 |                |           |                    | LOSSES BY<br>CAUSE |                   |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |                   |                                |
| OTHER       | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED            | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                                |
| 15          | 16                    | 17            | 18                  | 19               | 20                                       | 21   | 22             | 23        | 24                 | 25                 | 26                | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                             |
|             | 10-500 GP             | 2.5           | Total               | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  | 1      |         |                   |                  | Good              | Bridge 15-0-0                  |
|             | 10-500 GP             | 2.5           | 14210               | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Bridge 4-0-0 MT 0-0-3          |
|             | 6-500 GP              | 2.            | .50 Cal             | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Bridge 4-0-2                   |
|             | 2-500 LB              |               |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             | 36-500 GP             | 9.            | Total               | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | M/Y 1 Loss 1-0-6 R/R cars      |
|             |                       |               | 11945               |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             | 36-500 GP             | 9.            |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Fair              | 7-0-27 Railroad 3 Bridge 1-0-0 |
|             |                       |               | .50 Cal             | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   | Tunnel 0-0-1 Troops 160        |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   | Railroad 1 Bridge 4-0-2        |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   | R/R Cars 0-0-10 MT 1-0-1       |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   | All Bombs Returned             |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |
|             |                       |               |                     | Nil              |  |  |                | </        |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |                                |

549.308

Feb-45

RETURN TO  
Historical Research Division  
3825/HOA  
Maxwell AFB, AL 36112

7882-41

DECLASSIFIED  
EO 11652

MICROFILMED

DECLASSIFIED  
SecDef Memo 16 May 61



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 89 DATE 1-2-45

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                   |               | ENEMY RESISTANCE    |               |                                       |   |                |           |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                   |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT             | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        |
| 358<br>FC | 0745              | Dive Bomb       | Artzheim Area            | 0820                                    | 1:45                   | 1000   | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 22/500 GP<br>9/100 GP             | 5.9           | Total               | Int-ly        |                                       |   |                |           |
| 76        | 0800              | Dive Bomb       | Beisheim Area ✓          | 0925                                    | 1:45                   | 3000   | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 12/500 GP<br>2/100 LB<br>5/100 GP | 3.7           | 1860                | Int-ly        |                                       |   |                |           |
|           | 0825              | Dive Bomb       | Baltzenheim Area ✓       | 0900                                    | 2:00                   | 2000   | P-47            | 12                                  | 10                | 9                    |                           |                   | 2                  | 1     | 18/500 GP<br>5/100 GP             | 4.7           | 50 Cal              | Int-ly        |                                       |   |                |           |
| 358<br>FC | 0835              | Dive Bomb       | Lamien Area              | 0900                                    | 1:55                   |  | P-47            | 12                                  | 12                |                      | 12                        |                   |                    |       |                                   |               |                     | Nil           |                                       |   |                |           |
|           | 0845              | Dive Bomb       | R/R Bridge 988829        |   | 1:10                   |  | P-47            | 12                                  |                   |                      | 12                        |                   |                    |       |                                   |               |                     | Nil           |                                       |   |                |           |
|           | 0855              | Dive Bomb       |                          |   | 1:40                   |  | P-47            | 12                                  |                   |                      | 12                        |                   |                    |       |                                   |               |                     | Nil           |                                       |   |                |           |
| 471<br>FC | 0805              | Support         | Lamien Area              | 0915                                    | 2:10                   |  | P-47            | 10                                  | 8                 |                      | 8                         |                   | 2                  |       |                                   |               |                     | Nil           |                                       |   |                |           |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 89 DATE 1-2-45

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           | REMARKS |                   |    |                  |        |         |                   |                  |                           |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|-------------------|----|------------------|--------|---------|-------------------|------------------|---------------------------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         | DEGREE OF SUCCESS |    |                  |        |         |                   |                  |                           |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN |                   |    | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                           |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32                | 33 | 34               | 35     | 36      | 37                | 38               |                           |
| 1                     |                    |       | 22/500 GP             | 5.9           | Total               | Int-18           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         | 2                 |    |                  |        |         |                   | Good             | Loss 0-0-1 R/R Cars 1-0-0 |
|                       |                    |       | 9/100 GP              |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         | 1                 |    |                  |        |         |                   | Fair             | Blade 2-0-0               |
|                       |                    |       | 12/500 GP             | 3.7           | 1860                | Int-18           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  |                           |
|                       |                    |       | 2/100 IB              |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  |                           |
| 2                     | 1                  |       | 5/100 GP              |               | .50 Cal             | Int-18           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   | Good             | Blade 10-0-0              |
|                       |                    |       | 18/500 GP             | 4.7           |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  | All bombs returned        |
|                       |                    |       | 5/100 GP              |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  | All bombs returned        |
|                       |                    |       |                       |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  | All bombs returned        |
|                       |                    |       |                       |               |                     |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                   |    |                  |        |         |                   |                  | All bombs jettisoned      |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 90 DATE 1-2-48

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50<br>FG  | 0810              | Dive Bomb       | Sauffenheim Area         |   | 2:05                   |  | P-47            | 16                                  | 15                | 15                   |                           |                   | 1                  |       | 22-500 GP             | 5.5           | Total            | Int-As-Lt     |                                       |   |                |           |                    |
|           | 0825              | "               | Town N-205872            |   | 2:50                   |  | P-47            | 12                                  | 8                 | 8                    |                           |                   | 2                  | 2     | 16-500 GP             | 4.            |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1155              | "               | Town N-097197            |   | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22-500 GP             | 6.9           | 4/43             | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1225              | "               | Bresheim Area            |   | 1:55                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 11-260 Frag           | 3.7           | .50 Cal          | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1505              | "               | M/T Neustadt             |   | 2:10                   |  | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 14-500 GP             | 5.5           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1535              | "               | Ramfack Area             |   | 2:15                   |  | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 5-100 GP              | 4.3           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1730              | "               | Neuf Breisach Area       |   | 1:15                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 22-500 GP             | 3.            |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1155              | Leaflet Drop    | V-6744                   |   | 1:20                   |  | P-47            | 4                                   | 4                 | 4                    |                           |                   |                    |       | 7-100 GP              | 6.5           | Total            | Int-As-Lt     |                                       |   |                |           |                    |
|           | 0745              | Dive Bomb       | Rail Traffic             | 0840                                    | 1:50                   | 3000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 5.9           | 25240            | Int-As-Lt     |                                       |   |                |           |                    |
|           | 0800              | "               | Bresheim Area            | 0830                                    | 2:00                   | 2000   | P-47            | 16                                  | 14                | 14                   |                           |                   | 2                  |       | 10-100 GP             | 6.4           | .50 Cal          | Int-As-Lt     |                                       |   |                |           |                    |
| 324<br>FG | 0800              | "               | Train N-113423           | 0840                                    | 2:00                   | 1500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22-500 GP             | 5.9           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1025              | "               | M/T N-335452             | 1110                                    | 1:40                   | 20000  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 8-100 GP              | 5.4           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1100              | "               | G-782516                 | 1140                                    | 1:40                   | 1500   | P-47            | 11                                  | 10                | 10                   |                           |                   | 1                  |       | 9-100 GP              | 5.3           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1105              | "               | Tanks G-782518           | 1130                                    | 2:00                   | 1500   | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 20-500 GP             | 5.4           |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           | 1125              | "               | Obernheim Area           | 1200                                    | 2:05                   | 3000   | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 7-100 GP              |               |                  | Int-As-Lt     |                                       |   |                |           |                    |
|           |                   | "               |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 24 Rockets            |               |                  | Int-As-Lt     |                                       |   |                |           |                    |

SECRET

Page 1



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 90 DATE 2-2-45

AUTH \_\_\_\_\_

DATE \_\_\_\_\_

INIT \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                      | RESULTS OF MISSION                        |                |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS |                   |                  |                   |                             |                         |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|-----------------------------|-------------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      |   | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |                             |                         |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                             |                         |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                          |                         |
|                           |                   | 1                  |       | 22-500 GP             | 5.5           | Total               | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Very Good         | Bldgs 50-0-0                |                         |
|                           |                   | 2                  | 2     | 16-500 GP             | 4.            | 4743                | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Railcuts 2 Loose 0-0-2      |                         |
|                           |                   |                    |       | 22-500 GP             | 6.9           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Very Good         | Gun Pos 1-0-0 MT 1-0-0      |                         |
|                           |                   |                    |       | 11-260 Frag           |               | .50 Cal             |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 14-500 GP             | 3.7           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Roadblock - 1               |                         |
|                           |                   |                    |       | 5-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 22-500 GP             | 5.5           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Bldg 1-0-0 Loose 2-0-0      |                         |
|                           |                   |                    |       | 16-500 GP             | 4.3           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | AFV 15-0-0 R/R Cars 0-0-50  |                         |
|                           |                   |                    |       | 7-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 12-500 GP             | 3.            |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Unobs.            | Roadblock - 1 MT 5-0-7      |                         |
|                           |                   |                    |       | 24-500 GP             | 6.5           | Total               | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Unobs.            | 2 A/C dropped Leaflets      |                         |
|                           |                   |                    |       | 10-100 HP             |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Unobs.            | Dropped 6 Propaganda Bombs  |                         |
|                           |                   |                    |       | 22-500 GP             | 5.9           | 95240               | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 2      |         |                   |                  | Fair              | Railcut -1 Bldgs 1-0-0      |                         |
|                           |                   |                    |       | 8-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 18 Rockets            |               | .50 Cal             |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 24-500 GP             | 6.4           |                     | Int-20-40     |                                      |   |                |           |                    |         | 1                 | 1    |                  |                |              |         |                  | 2      | 1       |                   |                  | Good              | Railcuts 2 Bridge 0-0-1     |                         |
|                           |                   |                    |       | 9-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | R/R Cars 0-0-24 Loose 0-0-3 |                         |
|                           |                   |                    |       | 22-500 GP             | 5.9           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Railcuts 2 Bldgs 1-0-0      |                         |
|                           |                   |                    |       | 9-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Unobs.            | R/R Cars 10-0-15 R/R 1      |                         |
|                           |                   |                    |       | 20-500 GP             | 5.4           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 8-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 20-500 GP             | 5.3           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 1      |         |                   |                  | Good              | Railcuts 2 Bldgs 0-0-4      |                         |
|                           |                   |                    |       | 7-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 24 Rockets            |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 1      |         |                   |                  | Good              | R/R Cars 0-0-57             |                         |
|                           |                   |                    |       | 20-500 GP             | 5.4           |                     | Int-20-40     |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                             |                         |
|                           |                   |                    |       | 9-100 HP              |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | Good                        | Roadblock 2 Bldgs 5-0-4 |
|                           |                   |                    |       |                       |               |                     |               |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   | MT 0-0-3 R/R Cars 0-0-12    |                         |

SECRET

Page 1

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 90 DATE 2-2-45

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |         |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|---------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | ENEMY L |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |         |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23      |
| 324<br>FG | 1345              | Dive Bomb       | Road Junc. V-8536        | 1415                                    | 1:30                   | 1500   | P-47            | 9                                   | 8                 | 8                    |                           |                   |                    | 1     | 16-500 GP             | 4.2           |                  | Mod-Lt        |                                       |   |                |         |
|           | 1400              | "               | Enemy Vehicles           | 1430                                    | 1:45                   | 2000   | P-47            | 13                                  | 13                | 13                   |                           |                   |                    |       | 5-100 GP              |               |                  | Mod-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 16-500 GP             | 4.8           |                  | Mod-Lt        |                                       |   |                |         |
|           | 1615              | "               | "                        | 1705                                    | 2:00                   | 500  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 6-100 GP              |               |                  | Int-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 24 Rockets            |               |                  |               |                                       |   |                |         |
|           | 1620              | "               | Breishain Area           | 1705                                    | 1:25                   | 1000   | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 22-500 GP             | 6.            |                  | Int-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 10-100 GP             |               |                  |               |                                       |   |                |         |
|           | 1630              | "               | Fort V-850387            | 1735                                    | 1:30                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP             | 5.3           |                  | Mod-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 6-100 GP              |               |                  |               |                                       |   |                |         |
| 358<br>FG | 0800              | "               | Bridge 059713            | 0910                                    | 2:35                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 4-500 GP              | 1.            |                  |               |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 24 Rockets            |               |                  |               |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 22-1000 GP            | 11.           | Total            | Mod-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |         |
|           | 1100              | "               | R-988829 RN Bridge       | 1135                                    | 2:00                   |  | P-47            | 12                                  | 12                | 10                   |                           |                   |                    | 2     | 14-1000 GP            | 10.           | 21085            | Mod-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 6-1000 GP             |               |                  |               |                                       |   |                |         |
|           | 0735              | "               | RN Bridge R-988825       | 0825                                    | 2:35                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 15-1000 GP            | 11.5          | .50 Cal          | Mod-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 8-1000 GP             |               |                  |               |                                       |   |                |         |
|           | 1125              | "               | Bridge S-059713          | 1205                                    | 2:15                   |  | P-47            | 12                                  | 10                | 10                   |                           |                   |                    |       | 19-1000 GP            | 9.5           |                  | Mod-Lt        |                                       |   |                |         |
|           | 1340              | "               | N/Y Ballroom             | 1445                                    | 3:00                   |  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 20-1000 GP            | 10.           |                  | Int-Lt        |                                       |   |                |         |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |         |
|           | 1455              | "               | N/Y Kustadt              | 1545                                    | 1:55                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-1000 GP            | 12.           |                  | Int-Lt        |                                       |   |                |         |
|           | 1710              | Support         | Vogelsheim Area          | 1730                                    | 2:00                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 21-260 Frag           | 2.7           | Total            | Mod-Lt        |                                       |   |                |         |
|           | 1710              | "               | Algeheim Area            | 1740                                    | 1:20                   |  | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 27-260 Frag           | 3.5           | 6440/50          | Int-Lt        |                                       |   |                |         |
|           | 1105              | Reconnaissance  | R-6878                   | 1150                                    | 2:20                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | Total            | Mod-Lt        |                                       |   |                |         |
|           | 1430              | "               | R-6462                   | 1515                                    | 1:45                   |  | P-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 32-500 GP             | 8.            | 1680/50          | Mod-Lt        |                                       |   |                |         |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 90 DATE 2-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

REMARKS

| TACKLING POWER            |                   |                    |       |                       | ENEMY RESISTANCE    |               | RESULTS OF MISSION                    |   |                |           |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |                   |        |         |                   |                  |                    |                              |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|-------------------|--------|---------|-------------------|------------------|--------------------|------------------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         | DEGREE OF SUCCESS |        |         |                   |                  |                    |                              |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | AMMUNITION EXPENDED |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED |         |                   | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                    |                              |
| 12                        | 13                | 14                 | 15    | 16                    | 17                  | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32      | 33                | 34     | 35      | 36                | 37               | 38                 |                              |
|                           | 1                 |                    |       | 16-500 GP             | 4.2                 |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  | 1       |                   |        |         |                   | Good             | MT 4-0-0 MW 0-0-27 |                              |
|                           |                   |                    |       | 5-100 W               |                     |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  | 1       |                   |        |         |                   | Good             | Morres 10          |                              |
|                           |                   |                    |       | 18-500 W              | 4.8                 |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | MT 8-0-44 Bldg 5-0-0         |
|                           |                   |                    |       | 6-100 W               |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | MW 2-0-30                    |
|                           |                   |                    |       | 24 Rockets            |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | R/R Cars 5-0-25 MT 10-0-50   |
|                           |                   |                    |       | 22-500 W              | 6.                  |               | Int-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Fair               | Bldg 2-0-0                   |
|                           |                   |                    |       | 10-100 W              |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | MT 7-0-27 Bldg 0-0-1         |
|                           |                   |                    |       | 20-500 W              | 5.3                 |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | MW 1-0-8 R/R Cars 0-0-30     |
|                           |                   |                    |       | 6-100 W               | 1.                  |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | Bridge 1-0-0 Railroad - 3    |
|                           |                   |                    |       | 4-500 GP              |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | M/Y 1 Bldg 6-0-0 R/R Cars    |
|                           | 1                 |                    |       | 24 Rockets            |                     |               |                                       |   |                |           |                    |                 |                   | 1    |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | 0-0-13                       |
|                           |                   |                    |       | 22-1000 W             | 11.                 | Total         | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               |                              |
|                           |                   |                    |       |                       |                     | 1085          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               |                              |
|                           | 2                 |                    |       | 14-1000 GP            | 10.                 |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | Railout 1 Bldg 2-0-5 Loose   |
|                           |                   |                    |       | 6-1000 SAP            |                     | .50 Cal       | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               | 0-0-2 R/R Cars 0-0-14 Bridge |
|                           |                   |                    |       | 15-1000 GP            | 11.5                |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               | 0-0-1                        |
|                           |                   |                    |       | 8-1000 SAP            |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | R/R Cars 10-0-22 M/Y 1       |
|                           |                   |                    |       | 19-1000 GP            | 9.5                 |               | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | Loose 0-0-4 Bldg 6-0-0       |
|                           |                   |                    |       | 20-1000 W             | 10.                 |               | Int-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | Barges 0-0-8                 |
|                           |                   |                    |       |                       |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | M/Y 1 R/R Cars 40-0-0        |
|                           |                   |                    |       | 24-1000 GP            | 12.                 |               | Int-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               | Bldg 0-0-2 Gun Pos 0-0-2     |
|                           |                   |                    |       |                       |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Unk.               |                              |
|                           |                   |                    |       | 21-260 Frag           | 2.7                 | Total         | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Very Good          | Railouts 12 MT 3-0-0         |
|                           |                   |                    |       | 27-260 Frag           | 3.5                 | 6440/50       | Int-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  | Good               | Railouts 5 R/R Cars 2-0-0    |
|                           |                   |                    |       | 36-500 W              | 9.                  | Total         | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  |                    |                              |
|                           | 1                 |                    |       | 32-500 W              | 8.                  | 1660/50       | Mod-Lt                                |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |                   |        |         |                   |                  |                    |                              |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 90 DATE 7-7-45

| MISSION       |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |    |    |    |                           |    |    |    |                 |           | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |         |
|---------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|----|----|----|---------------------------|----|----|----|-----------------|-----------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP         | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |    |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |           | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
| 1             | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9  | 10 | 11 | 12                        | 13 | 14 | 15 | 16              | 17        | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 358<br>FO     | 0740              | Arm Recon       | R-6358                   | 0815                                    | 2:10                   |  | P-47            | 12 | 12 | 12 |                           |    |    |    | 36-500 W        | 9.        | 8000/50          | Mod-45        |                                       |   |                |           |                    |         |
| 371<br>FO     | 0800              | Dive Bomb       | Bridge 2-020405          | 0840                                    | 2:25                   |  | P-47            | 11 | 10 | 10 |                           |    | 1  |    | 20-500 W        | 5.        | 3760/50          | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 0945              | "               | M/Y Hallbrook            | 1015                                    | 2:15                   |  | P-47            | 16 | 14 | 14 |                           |    | 2  |    | 14-500 W        | 3.5       | 810/50           | Int-45        |                                       |   |                |           |                    |         |
|               | 0830              | "               | AR 1-1684                | 0905                                    | 1:40                   |  | P-47            | 11 | 11 | 11 |                           |    |    |    | 21-500 W        | 5.2       | 260/50           | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1140              | "               | M/Y Neustadt             | 1220                                    | 2:05                   |  | P-47            | 12 | 12 | 12 |                           |    |    |    | 23-500 W        | 5.7       | 6440/50          | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 1505              | "               | AR Bridge R-775887       | 1540                                    | 1:50                   |  | P-47            | 11 | 11 | 11 |                           |    |    |    | 22-500 W        | 5.5       | 890/50           | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 1625              | Support         | Hochstettin Area         | 1655                                    | 1:35                   |  | P-47            | 12 | 12 | 7  |                           |    | 1  | 4  | 14-500 W        | 3.5       |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1635              | "               | Can For V-860395         | 1655                                    | 1:10                   |  | P-47            | 12 | 12 | 12 |                           |    |    |    | 24-500 W        | 6.        | 1932/50          | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 1735              | "               | Bridge V-753325          | 1750                                    | 1:05                   |  | P-47            | 8  | 8  | 8  |                           |    |    |    | 16-500 W        | 4.        |                  | Nil           |                                       |   |                |           |                    |         |
|               | 1250              | Recon           | "                        |   | 2:30                   |  | P-47            | 12 | 12 | 12 |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1350              | "               | "                        |   | 1:40                   |  | P-47            | 16 | 16 | 16 |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
| 1714<br>BO    | 1320              | Guide           | Sta Offenburg            | 1440                                    | 2:25                   | 9000   | P-26            | 43 | 41 | 31 |                           |    | 1  | 5  | 6               | 248-500 W | 62.              |               | Mod-45-Lt                             |   |                |           |                    |         |
| 32044<br>BO   | 1220              | Precision       | Ramstein (Dump)          | 1407                                    | 2:15                   | 11000  | P-26            | 20 | 27 | 26 |                           |    | 2  |    |                 | 208-500 W | 52.              |               | Nil                                   |   |                |           |                    |         |
|               | 1240              | "               | Zell (Dump)              | 1350                                    | 2:15                   | 11400  | P-26            | 10 | 18 | 17 |                           |    | 1  |    |                 | 219-100 W | 20.              |               | Nil                                   |   |                |           |                    |         |
|               |                   |                 |                          |   |                        |  |                 |    |    |    |                           |    |    |    |                 | 48-500 W  |                  |               |                                       |   |                |           |                    |         |
| 11144<br>T.A. | 0800              | Tac Recon       | Landau Area              | 0820                                    | 2:00                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Nil           |                                       |   |                |           |                    |         |
|               | 0825              | "               | Colmar Area              | 0840                                    | 1:35                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 0825              | "               | Strasbourg Area          | 0850                                    | 1:15                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 0830              | "               | Bitsch Area              | 0845                                    | 1:30                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1345              | "               | Colmar Area              | 1405                                    | 2:05                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1435              | "               | Karlsruhe Area           | 1455                                    | 2:15                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |
|               | 1045              | Photo Recon     | Freiburg Area            | 1100                                    | 2:05                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Int-45-Lt     |                                       |   |                |           |                    |         |
|               | 1150              | "               | Seersucker Area          | 1210                                    | 2:05                   |  | P-6             | 2  | 2  | 2  |                           |    |    |    |                 |           |                  | Mod-45-Lt     |                                       |   |                |           |                    |         |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 90 DATE 7-7-48

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     |               |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS |                   |                  |                   |                              |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|------------------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.            |                     |               |                                      |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |                              |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                              |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                           |
|                           |                   |                    |       | 36-500 W              | 9.               | 8000/50 Mod-4       |               |                                      |  |                |           |                    |         | 1                 |      |                  |                |              | 1       | 1                |        | 1       |                   |                  | Good              | Railcarts 9 R/R Cars 23-0-31 |
|                           | 1                 |                    |       | 20-500 W              | 5.               | 5760/50 Int-1A-1B   |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loco 0-0-6 Gun Pos. 0-0-3    |
|                           | 2                 |                    |       | 14-500 W              | 3.5              | 810/50 Int-1A       |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Loco 0-0-4 R/R Cars 0-0-4    |
|                           |                   |                    |       | 21-500 W              | 5.2              | 260/50 Mod-1A-1B    |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Bldgs 0-0-3                  |
|                           |                   |                    |       | 23-500 W              | 5.7              | 6440/50 Int-1A-1B   |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | MT 0-0-20 AFV 0-0-5 M/Y 1    |
|                           |                   |                    |       | 22-500 W              | 5.5              | 890/50 Int-1A-1B    |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loco 0-0-2 R/R Cars 12-0-0   |
|                           | 1                 | 4                  |       | 14-500 W              | 3.5              | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Railcarts 3                  |
|                           |                   |                    |       | 24-500 W              | 6.               | 1932/50 Int-1A-1B   |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | RR Cars 250-25 Loco 0-0-1    |
|                           |                   |                    |       | 16-500 W              | 4.               | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | M/Y 1 MT 1-0-0 Bldg 2-0-1    |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Amtrak 1 Railcarts 4         |
|                           | 1                 | 5                  | 6     | 240-500 W             | 62.              | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | MT 1-0-0 Gun Pos 1-0-0       |
|                           | 2                 |                    |       | 200-500 W             | 52.              | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Bridge 2-0-0                 |
|                           | 1                 |                    |       | 319-100 W             | 20.              | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       | 48-500 W              |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Unsuccessful                 |
|                           |                   |                    |       |                       |                  | Mod-1B-1C           |               |                                      |  |                |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |                              |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 90 DATE 7-7-46

| MISSION    |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |                 |                       |               | ENEMY RESISTANCE |                                       |   |                |           |                    |                     |
|------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------------|-----------------------|---------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------------------|
| GROUP      | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|            |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                                       |   |                |           |                    | AMMUNITION EXPENDED |
| 1          | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15              | 16                    | 17            | 18               | 19                                    | 20  | 21             | 22        | 23                 | 24                  |
| 11th T. R. | 1120              | Photo Recon     | Seabroaches Area         | 1315                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1300              | "               | Karlruhe Area            | 1545                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   |   |                |           |                    |                     |
|            | 1530              | "               | "                        |   |                        |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Int-As-ly                             |   |                |           |                    |                     |
|            | 0825              | Photo Recon     | Area "A"                 | 0840                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   | 2   |                |           |                    |                     |
|            | 0815              | "               | Area "D"                 | 0825                                    | 2:25                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   |   |                |           |                    |                     |
|            | 0830              | "               | Route # 2                | 0845                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   |   |                |           |                    |                     |
|            | 0815              | "               | Route # 4                | 0840                                    | 2:05                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 0930              | "               | Area "C"                 | 0942                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   |   |                |           |                    |                     |
|            | 1045              | "               | Area "D"                 | 1100                                    | 2:05                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1120              | "               | Hornbach Area            | 1200                                    | 2:10                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Int-As-ly                             |   |                |           |                    |                     |
| 34th P.R.  | 1145              | "               | Route #4                 | 1205                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1250              | "               | Area "C"                 | 1310                                    | 1:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | All                                   |   |                |           |                    |                     |
|            | 1410              | "               | Area "D"                 | 1430                                    | 1:15                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Int-As-ly                             | 2   |                |           |                    |                     |
|            | 1240              | Photo Recon     | Area "C" & "D"           | 1300                                    | 2:30                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1320              | "               | Route # 2                | 1345                                    | 2:00                   |  | F-6             | 2                                   | 2                 |                      |                           |                   |                    |                 |                       |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1020              | Photo Recon     | Block Coverage           | 1045                                    | 1:45                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1025              | "               | "                        | 1115                                    | 1:50                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1020              | "               | "                        | 1115                                    | 1:30                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1010              | "               | "                        | 1030                                    | 1:35                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1030              | "               | "                        | 1115                                    | 1:20                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1005              | "               | "                        | 1025                                    | 1:30                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | Mod-In-ly                             |   |                |           |                    |                     |
|            | 1245              | "               | "                        | 1340                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1415              | "               | N/Y Willberg             | 1500                                    | 2:05                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1445              | "               | Block Coverage           | 1500                                    | 1:30                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1320              | "               | "                        | 1345                                    | 1:40                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1300              | "               | R/R Bridge               | 1330                                    | 2:20                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
|            | 1400              | "               | N/Y Koshingen            | 1430                                    | 2:05                   |  | F-5             | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               | 1                     |               |                  | All                                   |   |                |           |                    |                     |
| 1325       | "                 | Block Coverage  | 1400                     | 1:00                                    |                        | F-5  | 1               | 1                                   | 1                 | 1                    | 1                         | 1                 | 1                  | 1               |                       |               | All              |                                       |   |                |           |                    |                     |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 90 DATE 7-7-45

| MISSION     |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               |                               | ENEMY RESISTANCE |                                      |  | ENEMY LOSS     |           |                    |  |
|-------------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------------------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|--|
| GROUP       | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |
|             |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED           |                  |                                      |  |                |           |                    |  |
| 1           | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                            | 19               | 20                                   | 21                                       | 22             | 23        | 24                 |  |
| 435<br>M.F. | 1735             | Intruder        | Landau Area              |  | 1:40                   |   | Beau            | 1                                   | 1                 |                      |                           |                   |                    | 1     |                       |               | Total<br>925/2000<br>860/.303 |                  |                                      |  |                |           |                    |  |
|             | 1845             | "               | Neustadt Area            |  | 2:25                   |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                               |                  |                                      |  |                |           |                    |  |
|             | 2120             | "               | Germersheim Area         |  | 2:05                   |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                               |                  |                                      |  |                |           |                    |  |
|             | 2330             | "               | R-3247                   |  | 1:40                   |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                               |                  |                                      |  |                |           |                    |  |
|             | 0200             | "               |                          |  | 1:15                   |   | Beau            | 1                                   | 1                 |                      |                           |                   | 1                  |       |                       |               |                               |                  |                                      |  |                |           |                    |  |
|             | 0225             | "               |                          |  | 1:10                   |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                               |                  |                                      |  |                |           |                    |  |
|             | 0440             | "               | Landau Area              |  | 1:55                   |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                               |                  |                                      |  |                |           |                    |  |

SECRET  
Page 5



| FIRST TACTICAL AIR FORCE (PROV.)           |                    |       |                       |               |                               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                     |    |  |  | SECRET      |  |
|--|--------------------|-------|-----------------------|---------------|-------------------------------|--------------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|---------------------|----|--|--|-------------|--|
| OPERATIONS REPORT FORM 34                  |                    |       |                       |               |                               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                     |    |  |  | AUTH. _____ |  |
| OPERATION NO. <u>90</u> DATE <u>7-7-45</u> |                    |       |                       |               |                               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                     |    |  |  | DATE _____  |  |
| INIT. _____                                |                    |       |                       |               |                               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                     |    |  |  | SECRET      |  |
| ATTACKING POWER                            |                    |       | ENEMY RESISTANCE      |               |                               | RESULTS OF MISSION |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        | REMARKS |                   |                  |                     |    |  |  |             |  |
| REASONS A/C ATTACKING                      |                    |       | BOMBS ON TARGET       |               | AMMO.                         |                    |                                       |   | ENEMY LOSSES   |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                     |    |  |  |             |  |
| PERSONNEL FAILURE                          | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED           | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS   |    |  |  |             |  |
| 13   | 14                 | 15    | 16                    | 17            | 18                            | 19                 | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                  | 38 |  |  |             |  |
| 1  |                    |       |                       |               | Total<br>925/20mm<br>860/.303 |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | MT 2-0-0 Blde 0-0-4 |    |  |  |             |  |
| 1  |                    |       |                       |               |                               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                     |    |  |  |             |  |

SECRET  
Page 5

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 91 DATE 3-2-45

| MISSION  |                  | OBJECTIVE       | OPER. FACTORS            |  | ATTACKING POWER        |   |             |                                     |                   |                           |         |                   |                    |       | ENEMY RESISTANCE       |                  | ENEMY LOSS           |               |                                      |   |                |           |                    |
|----------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-------|------------------------|------------------|----------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP    | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   | BOMBS ON TARGET    |       | AMMO.                  | ENEMY RESISTANCE |                      | ENEMY LOSS    |                                      |   |                |           |                    |
|          |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING       | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE    | AMMUNITION EXPENDED  | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1        | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15    | 16                     | 17               | 18                   | 19            | 20                                   | 21                                      | 22             | 23        | 24                 |
| 324 FG   | 0905             | Dive Bomb       | Rail Traffic             | 1025                                   | 2:00                   | 2800  | P-47        | 12                                  | 11                | 11                        |         |                   |                    | 1     | 14-500 GP<br>6-100 RP  | 3.8              | Total Miss-12-14     |               |                                      |   |                |           |                    |
|          | 0920             | "               | Neuf Breisach Area       | 1015                                   | 1:25                   | 1000  | P-47        | 11                                  | 11                | 11                        |         |                   |                    |       | 22-500 GP<br>9-100 RP  | 5.9              | 10260 Miss-14        |               |                                      |   |                |           |                    |
|          | 0930             | "               | H-1077                   |  | 2:00                   | 1000  | P-47        | 12                                  | 12                | 12                        |         |                   |                    |       | 24-500 GP<br>7-100 RP  | 6.3              | .50 Cal Miss         |               |                                      |   |                |           |                    |
| 358 FG   | 0915             | "               | Rail Traffic             | 1000                                   | 1:40                   |   | P-47        | 11                                  | 11                | 11                        |         |                   |                    |       | 22-1000 SAP            | 11.              | Total Miss-12-14     |               |                                      |   |                |           |                    |
|          | 0925             | "               | "                        |  | 1:45                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |       | 24-1000 GP             | 12.              | 9600 Miss            |               |                                      |   |                |           |                    |
|          | 0940             | "               | H/Y Freiburg             | 1015                                   | 1:35                   |   | P-47        | 10                                  | 10                | 10                        |         |                   |                    |       | 20-1000 SAP            | 10.              | .50 Cal Miss-14      |               |                                      |   |                |           |                    |
| 371 FG   | 0845             | Support         | H/Y Breisach             | 0920                                   | 1:45                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |       | 24-500 GP<br>11-100 RP | 6.5              | 10,425/50 Miss-12-14 |               |                                      |   |                |           |                    |
|          | 0855             | "               | H/Y H-1281               | 0920                                   | 1:10                   |   | P-47        | 10                                  | 2                 | 2                         | 7       |                   | 1                  |       | 4-500 GP               | 1.               | Miss-12-14           |               |                                      |   |                |           |                    |
|          | 0905             | "               | Neuf Breisach Area       | 0930                                   | 1:40                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |       | 24-500 GP              | 6.5              | 524/50 Miss-12-14    |               |                                      |   |                |           |                    |
| 111 T.R. | 0830             | Tan Recon       | Ritzh Area               | 0950                                   | 1:15                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          | 1030             | "               | Strasbourg Area          | 1050                                   | 2:00                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          | 0830             | Photo Recon     | Breisach Area            | 0850                                   | 2:05                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
| 162 T.R. | 0830             | Tan Recon       | Area "C"                 | 0845                                   | 1:30                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          | 1045             | "               | Area "D"                 | 1055                                   | 1:20                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          | 1030             | "               | Route # 4                | 1045                                   | 1:15                   |   | P-47        | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
| 415 H.F. | 1740             | Intruder        | "                        | 1740                                   | 1:40                   |   | Beam        | 1                                   | 1                 | 1                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          | 1740             | "               | "                        |  | 2:00                   |   | Beam        | 1                                   | 1                 | 1                         |         |                   |                    |       |                        |                  | Miss                 |               |                                      |   |                |           |                    |
|          |                  |                 |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |       |                        | Total            | 104.303              | 60/20 Miss    |                                      |   |                |           |                    |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS - REPORT FORM 34

OPERATION NO 92 DATE 4-2-45

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  |                        |   | ATTACKING POWER |                                     |                   |                     |                           |                   |                    |       | ENEMY RESISTANCE      |               |                     |               |                                      |   |                |           |                    |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                     | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY RESISTANCE    |               |                                      |   | ENEMY LOSS     |           |                    |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                  | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                      | 22             | 23        | 24                 |
| 50 FG   | 0830             | Dive bomb       | RR V-940212/             |  | 1:35                   |   | P-47            | 15                                  | 14                | 14                  |                           |                   |                    | 1     | 20-500 GP             | 5.0           | Total               | mod-heavy     |                                      |   |                |           |                    |
|         | 0840             | "               | RR L-2664/               |  | 1:35                   |   | P-47            | 16                                  | 16                | 16                  |                           |                   |                    |       | 24-500 GP             | 6.0           | 400                 | nil           |                                      |   |                |           |                    |
|         | 0850             | "               |                          |  | 1:00                   |   | P-47            | 16                                  | 16                |                     | 16                        |                   |                    |       |                       |               | 50 ea               | nil           |                                      |   |                |           |                    |
| 324 FG  | 0800             | Dive bomb       | Offweiler                | 0845                                   | 1:30                   | 1000  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 24-500 GP             | 6.5           | Total               | nil           |                                      |   |                |           |                    |
|         | 0750             | "               | Breisach Bridge          | 0835                                   | 1:40                   | 1500  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 11-100 GP             |               | 3 800               |               |                                      |   |                |           |                    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                     |                           |                   |                    |       | 24-500 GP             | 6.4           | 50 ea               | mod-heavy     |                                      |   |                |           |                    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                     |                           |                   |                    |       | 9-100 GP              |               |                     |               |                                      |   |                |           |                    |
| 358 FG  | 0830             | Dive bomb       | N/Y Donauwuegen          | 0900                                   | 1:55                   |   | P-47            | 11                                  | 11                | 11                  |                           |                   |                    |       | 22-1000 GP            | 11.0          | Total               | mod-heavy     |                                      |   |                |           |                    |
|         | 0830             | "               | RR Bridge V-251244/      | 0910                                   | 1:50                   |   | P-47            | 8                                   | 8                 | 8                   |                           |                   |                    |       | 16-1000 GP            | 8.0           | 50 ea               | mod-heavy     | 8                                    |   |                |           |                    |
|         | 0830             | "               | N/Y Offenburg            | 0915                                   | 1:30                   |   | P-47            | 11                                  | 11                | 11                  |                           |                   |                    |       | 22-1000 GP            | 11.0          |                     | nil           |                                      |   |                |           |                    |
| 371 FG  | 0825             | Support         | Bridge-Breisach          | 0845                                   | 1:30                   |   | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 24-500 GP             | 6.5           | 2100/50             | mod-heavy     |                                      |   |                |           |                    |
|         | 0845             | "               | N/Y Raaf Breisach        | 0900                                   | 1:00                   |   | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 10-100 GP             |               |                     |               |                                      |   |                |           |                    |
|         | 0850             | "               | V-240360/                | 0910                                   | 1:10                   |   | P-47            | 11                                  | 11                | 10                  |                           |                   |                    | 1     | 24-500 GP             | 6.5           | 160/50              | 1st-heavy     |                                      |   |                |           |                    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                     |                           |                   |                    |       | 11-100 GP             |               |                     |               |                                      |   |                |           |                    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                     |                           |                   |                    |       | 20-500 GP             | 5.4           | 1168/50             | mod-heavy     |                                      |   |                |           |                    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                     |                           |                   |                    |       | 9-100 GP              |               |                     |               |                                      |   |                |           |                    |
| 111     | 0850             | Tac Recon       |                          |  | 1:35                   |   | P-47            | 2                                   |                   |                     | 2                         |                   |                    |       |                       |               |                     |               |                                      |   |                |           |                    |
| 162     | 0905             | Tac Recon       | Area "C"                 |  | 1:25                   |   | P-47            | 2                                   | 2                 | 2                   |                           |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |
| 415 N/T | 1800             | Intruder        |                          |  | 1:30                   |   | Beam            | 1                                   | 1                 | 1                   |                           |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |

SECRET

SECRET

SECRET

AUTH \_\_\_\_\_  
DATE \_\_\_\_\_  
UNIT \_\_\_\_\_

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 92 DATE 4-2-45

| G POWER            |                       |                     | ENEMY RESISTANCE |   | RESULTS OF MISSION                          |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |      |                           |                                 |  |
|--------------------|-----------------------|---------------------|------------------|---|---|----------------|--------------------|--------------------|---------|------------------|-----------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|------|---------------------------|---------------------------------|--|
| NS A/C<br>ACKING   | BOMBS ON<br>TARGET    | AMMO                | ENEMY LOSSES     |   |   |                | LOSSES BY<br>CAUSE |                    |         |                  | CREW<br>MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
| MECHANICAL FAILURE | NUMBER, TYPE & WEIGHT | AMMUNITION EXPENDED | ANY AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED          | PROBABLY DESTROYED | DAMAGED | TOTAL U S LOSSES | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |      |                           |                                 |  |
| 14                 | 15                    | 16                  | 17               | 18                                      | 19  | 20             | 21                 | 22                 | 23      | 24               | 25              | 26               | 27             | 28        | 29      | 30               | 31     | 32      | 33                | 34               | 35                | 36   | 37                        | 38                              |  |
| 1                  | 20-500 GP             | 5.0                 | Total            | mea-1a-hy                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Poor                      | Bldg 4-0-3                      |  |
|                    | 20-500 GP             | 6.0                 | 400              | nil                                     |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   | Fair | Rail cut 1; Bldg 2-0-0    |                                 |  |
|                    |                       |                     | 50 ea            | nil                                     |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | All bombs returned        |                                 |  |
|                    | 20-500 GP             | 6.5                 | Total            | nil                                     |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   | Good | Bldg 7-0-0; 2 road blocks |                                 |  |
|                    | 11-100 GP             |                     | 3 800            |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   | Good | 2 railcuts; Bridge 0-0-1; |                                 |  |
|                    | 20-500 GP             | 6.4                 | 50 ea            | mea-1a-hy                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  | 1      |         |                   |                  |                   |      | 1 road block; Bldg 0-0-2  |                                 |  |
|                    | 9-100 GP              |                     |                  |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
|                    | 20-1000 GP            | 11.0                | Total            | mea-1a-hy                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  | 1      |         |                   |                  |                   |      | Good                      | HQs 9-0-0; Loss 0-0-4; M/Y-2    |  |
|                    |                       |                     | 8/80             |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           | Bridge 0-0-1                    |  |
|                    | 16-1000 GP            | 8.0                 | 50 ea            | mea-1a-hy                               | 8   |                |                    |                    |         |                  |                 |                  |                |           |         |                  | 1      |         |                   |                  |                   |      | Good                      | 3 railcuts; HQs 0-0-10; Loss    |  |
| 1                  | 20-1000 GP            | 11.0                |                  | all                                     |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Good                      | 0-0-1; Bldg 0-0-1; Bridge 0-0-1 |  |
|                    |                       |                     |                  |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Good                      | M/Y-1; Loss 1-0-1; HQs 20-0-0   |  |
|                    | 20-500 GP             | 6.5                 | 2100/50          | mea-1a-hy                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Good                      | Bridge 0-0-1; 1 road block      |  |
|                    | 10-100 GP             |                     |                  |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Good                      | HQs 16-0-10; Bldg 1-0-1; M/Y-1  |  |
|                    | 20-500 GP             | 6.5                 | 160/50           | int-aa-1a                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  | 2      |         |                   |                  |                   |      |                           |                                 |  |
|                    | 11-100 GP             |                     |                  |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
|                    | 20-500 GP             | 5.4                 | 1168/50          | mea-1a-hy                               |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      | Fair                      | 2 road blocks                   |  |
|                    | 9-100 GP              |                     |                  |   |   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
|                    |                       |                     |                  |   | nil   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
|                    |                       |                     |                  |   | nil   |                |                    |                    |         |                  |                 |                  |                |           |         |                  |        |         |                   |                  |                   |      |                           |                                 |  |
|                    |                       |                     |                  |   |   |                |                    |                    |         | 1                |                 |                  |                |           | 1       |                  |        |         | 2                 |                  |                   |      |                           |                                 |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 73 DATE 6-2-48

| MISSION   |                  | OBJECTIVE       | OPER. FACTORS            |  | ATTACKING POWER        |   |          |                           |                 |       |                  |              |              |              | ENEMY RESISTANCE |              |                    |              |              |              |              |              |              |              |              |
|-----------|------------------|-----------------|--------------------------|--|------------------------|---|----------|---------------------------|-----------------|-------|------------------|--------------|--------------|--------------|------------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| GROUP     | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT | REASONS A/C NOT ATTACKING | BOMBS ON TARGET | AMMO. | ENEMY RESISTANCE | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES     | ENEMY LOSSES | ENEMY LOSSES       | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES | ENEMY LOSSES |
| 1         | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8        | 9                         | 10              | 11    | 12               | 13           | 14           | 15           | 16               | 17           | 18                 | 19           | 20           | 21           | 22           | 23           | 24           | 25           | 26           |
| 50<br>70  | 0815             | Dive bomb       | N/Y Breisach             |  | 1:50                   |   | P-47     | 16                        | 14              | 14    |                  |              | 2            |              | 16-500 GR        | 4.0          | 21400/50 mod-12-48 |              |              |              |              |              |              |              |              |
| 324<br>70 | 0930             | Dive bomb       |                          |  | 1:00                   |   | P-47     | 22                        |                 |       | 21               |              | 1            |              |                  |              | Total              | nil          |              |              |              |              |              |              |              |
|           | 0920             | "               | Alpenheim                | 1000                                   | 1:25                   | 1000  | P-47     | 11                        | 10              | 10    |                  |              | 1            |              | 20-500 GR        | 5.4          | 3940               | nil          |              |              |              |              |              |              |              |
|           |                  |                 |                          |  |                        |   |          |                           |                 |       |                  |              |              |              | 9-100 GR         |              | 50 GR              |              |              |              |              |              |              |              |              |
| 358<br>70 | 0805             | Dive bomb       | Bridge - Rastatt         | 0855                                   | 2:35                   |   | P-47     | 12                        | 11              | 11    |                  |              | 1            |              | 22-1000 GR       | 11.0         | Total              | mod-12-48    |              |              |              |              |              |              |              |
|           | 0730             | "               | Bridge B-2988            | 0930                                   | 2:15                   |   | P-47     | 12                        | 12              | 12    |                  |              |              |              | 24-1000 GR       | 12.0         | 50 GR              | mod-12-48    |              |              |              |              |              |              |              |
|           | 0735             | "               | Bridge B-149849          | 0830                                   | 2:15                   |   | P-47     | 12                        | 12              | 12    |                  |              |              |              | 24-1000 GR       | 12.0         |                    | mod-12-48    |              |              |              |              |              |              |              |
|           | 1600             | "               |                          |  | 1:45                   |   | P-47     | 11                        |                 |       | 11               |              |              |              |                  |              |                    | nil          |              |              |              |              |              |              |              |
| 372<br>70 | 0830             | Support         | B-290358                 | 0930                                   | 2:20                   |   | P-47     | 12                        | 12              | 11    |                  |              | 1            |              | 21-500 GR        | 5.2          | 15400/50 mod-12-48 |              |              |              |              |              |              |              |              |
|           | 0845             | "               | B-2275                   | 0920                                   | 2:00                   |   | P-47     | 12                        | 12              | 12    |                  |              |              |              | 24-500 GR        | 6.0          | 2080/50            | nil          |              |              |              |              |              |              |              |
|           | 0815             | "               | Rail traffic             | 0845                                   | 2:35                   |   | P-47     | 12                        | 12              | 12    |                  |              |              |              | 24-500 GR        | 6.0          | 14244/50 mod-12-48 |              |              |              |              |              |              |              |              |
| 380<br>70 | 0825             | Recon           |                          |  | 1:00                   |   | B-26     | 1                         | 1               | 1     |                  |              |              |              |                  |              |                    |              |              |              |              |              |              |              |              |
| 111<br>70 | 0800             | Recon           | Bitsch Area              | 0815                                   | 2:05                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | nil          |              |              |              |              |              |              |              |
|           | 0800             | "               | Karlsruhe Area           | 0815                                   | 1:20                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | mod-12-48    | 20           |              |              |              |              |              |              |
|           | 0800             | "               | Landau Area              | 0820                                   | 2:20                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | nil          |              |              |              |              |              |              |              |
|           | 0805             | "               | Colmar Area              | 0820                                   | 1:45                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | int-12-48    |              |              |              |              |              |              |              |
|           | 0908             | "               | Bingen Area              | 0915                                   | 1:30                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | nil          |              |              |              |              |              |              |              |
|           | 0925             | "               | Colmar Area              | 0940                                   | 1:35                   |   | F-6      | 2                         | 2               | 2     |                  |              |              |              |                  |              |                    | nil          |              |              |              |              |              |              |              |

SECRET

Page - 1 -





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 93 DATE 6-2-45

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |      |                  |                     | ENEMY LOSSES  |                                      |  |                |           |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|------|------------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO | ENEMY RESISTANCE |                     |               | ENEMY LOSSES                         |  |                |           |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING       | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |      | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17   | 18               | 19                  | 20            | 21                                   | 22                                       | 23             | 24        |
| 162     | 0750             | Tac Recon       | Route #2                 | 0815                                   | 2:30                   |   | 76              | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |      |                  |                     |               |                                      |  |                |           |
| 7/7     | 0800             | •               | Route #4                 | 0830                                   | 2:00                   |   | •               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |      |                  |                     |               |                                      |  |                |           |
|         | 0800             | •               | Route #5                 | 0815                                   | 2:00                   |   | •               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |      |                  |                     |               |                                      |  |                |           |
|         | 0810             | •               | Area "C"                 | 0825                                   | 2:00                   |   | •               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |      |                  |                     |               |                                      |  |                |           |
|         | 0925             | •               | Area "C"                 | 0955                                   | 1:50                   |   | •               | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |      |                  |                     |               |                                      |  |                |           |

SECRET

- 2 -



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 93 DATE 6-2-45

AUTH \_\_\_\_\_

DATE \_\_\_\_\_

BY \_\_\_\_\_

REMARKS

## ATTACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO          | ENEMY LOSSES        |                 |                                      |   | LOSSES BY CAUSE |           |                    |         | CREW MEMBERS     |      |                  |                |           |         |                  |        |         |                   |                  |                   |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|-----------------|--------------------------------------|---|-----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANT. - AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19              | 20                                   | 21                                      | 22              | 23        | 24                 | 25      | 26               | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                |

SECRET  
- 16

THIS PAGE IS UNCLASSIFIED

SECRET

Page - 2 -

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 94 DATE 7-2-45

| MISSION         |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |   |    |                           |    |    |    |                 |    |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |    |
|-----------------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|---|----|---------------------------|----|----|----|-----------------|----|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|----|
| GROUP           | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |   |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |    | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
| 1               | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9 | 10 | 11                        | 12 | 13 | 14 | 15              | 16 | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24 |
| 111<br>T/N<br>M | 1030             | The Recon       | Strasbourg Area          | 1050                                   | 1:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |    |       |                  | nil                                  |  |                |           |                    |    |
| 162             | 1210             | The Recon       | Area "C"                 |  | 1:20                   |   | F-6             | 2 |    |                           | 2  |    |    |                 |    |       |                  | nil                                  |  |                |           |                    |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 94 DATE 7-2-45

SECRET

SECRET.

AUTH \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INT \_\_\_\_\_

## ATTACKING POWER

## ENEMY RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.         | RESISTANCE          |               | ENEMY LOSSES                         |   |                |           | LOSSES BY CAUSE    |         |                  |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                      | 22             | 23        | 24                 | 25      | 26               | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 95 DATE 8-2-45

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       |   |                |           |                    |         |  |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|--|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         |  |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |  |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |  |
| 50 FG   | 0800              | Dive bomb       | Rail traffic             |   | 1:30                   |  | P-47            | 15                                  | 15                | 14                   |                           |                   |                    | 1     | 20-500 GP             | 5.0           | Total 1st-18        |               |                                       |   |                |           |                    |         |  |
|         | 0815              | "               | Rail traffic             |   | 1:35                   |  | P-47            | 16                                  | 15                | 15                   |                           |                   |                    | 1     | 20-500 GP             | 5.0           | 16873               |               |                                       |   |                |           |                    |         |  |
|         | 0830              | "               | Mullheim A/T             |   | 1:45                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 22-500 GP             | 5.2           | 50 ea mee-as-18     |               |                                       |   |                |           |                    |         |  |
|         | 0850              | "               |                          |   | 1:45                   |  | P-47            | 7                                   |                   |                      | 7                         |                   |                    |       | 23-500 GP             | 5.7           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1500              | "               | B-444923                 |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 8-500 GP              | 2.0           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1620              | "               | W-727724                 |   | 1:35                   |  | P-47            | 16                                  | 12                | 12                   |                           |                   |                    | 4     | 12 rockets            |               |                     |               |                                       |   |                |           |                    |         |  |
|         | 1115              | "               | Kroningen Staufen        |   | 1:40                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP             | 6.0           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1050              | "               | W-025505                 |   | 1:55                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP             | 6.0           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1130              | "               | Staufen                  |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP             | 6.0           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1355              | "               | Rail traffic             |   | 1:40                   |  | P-47            | 16                                  | 12                | 12                   | 3                         |                   | 1                  |       | 23-500 GP             | 5.7           |                     |               |                                       |   |                |           |                    |         |  |
|         | 1425              | "               | Kroningen                |   | 1:50                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 23-500 GP             | 5.7           |                     |               |                                       |   |                |           |                    |         |  |
| 1645    | Sweep             | Offenberg       |                          | 1:00                                    |                        | P-47   | 16              | 16                                  | 15                |                      |                           |                   | 1                  |       |                       |               |                     |               |                                       |   |                |           |                    |         |  |
| 324 FG  | 0740              | Dive bomb       | Seuffelsheim             | 0845                                    | 3:00                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22-500 GP             | 5.7           |                     |               |                                       |   |                |           |                    |         |  |
|         | 0750              | "               | Germersheim A/T          | 0850                                    | 2:10                   | 2000   | P-47            | 11                                  | 10                | 10                   |                           |                   | 1                  |       | 5-100 GP              |               |                     |               |                                       |   |                |           |                    |         |  |
|         | 1425              | Report          |                          | 1530                                    | 2:05                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 16 rockets            |               |                     |               |                                       |   |                |           |                    |         |  |
|         | 1425              | "               |                          | 1610                                    | 2:10                   |  | P-47            | 6                                   | 6                 | 6                    |                           |                   |                    |       | 20-500 GP             | 5.5           |                     |               |                                       |   |                |           |                    |         |  |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 95 DATE 8-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                       |               | ENEMY RESISTANCE      |               |                                      | RESULTS OF MISSION                       |                 |           |                    |         |                   |      |                  |                |                   |           |         | REMARKS          |        |         |                   |                  |   |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-----------------------|---------------|--------------------------------------|--|-----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-------------------|-----------|---------|------------------|--------|---------|-------------------|------------------|---|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.                 | ENEMY LOSSES  |                                      |  | LOSSES BY CAUSE |           |                    |         | CREW MEMBERS      |      |                  |                | DEGREE OF SUCCESS |           |         |                  |        |         |                   |                  |   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED   | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT |                   | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |   |  |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                    | 19            | 20                                   | 21                                       | 22              | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30                | 31        | 32      | 33               | 34     | 35      | 36                | 37               | 38  |  |
|                           | 1                 |                    |       | 20-500 GP             | 5.0           | Total 1st-18<br>168/3 |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         | 1                |        |         |                   | Good             | 4 railents; 1000 1-0-0; 1000 15-0-5; Bldg 6-0-0 |  |
|                           | 1                 |                    |       | 20-500 GP             | 5.0           | 50 ea                 |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   | Good             | 1000 0-0-1; 1000 0-0-10; 2 2/3                  |  |
|                           |                   |                    |       | 22-500 GP             | 5.2           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         | 1                |        |         |                   | Good             | 1 railent; 1 rd block; 1000 1-0-0               |  |
| 7                         |                   |                    |       | 23-500 GP             | 5.7           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  |   | Bldg 5-0-0; 1000 0-0-1; 1000 1-0-0                 |
|                           | 4                 |                    |       | 8-500 GP              | 2.0           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Good  | All bombs jettisoned                               |
|                           |                   |                    |       | 12 rockets            | 6.0           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Good  | 2 railents; Bldg 0-0-1; 1000 0-0-0                 |
|                           |                   |                    |       | 24-500 GP             | 6.0           |                       |               |                                      |  |                 |           |                    |         | 1                 |      |                  |                |                   |           |         | 1                |        |         |                   |                  | Good  | 1 railent; 1000 4-0-6; Bldg 3-0-0                  |
|                           |                   |                    |       | 24-500 GP             | 6.0           |                       |               |                                      | 2  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | V.Good  | 1000 0-0-1; 1000 2-0-0                             |
|                           |                   |                    |       | 24-500 GP             | 6.0           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | V.Good  | Bldg 80-0-0; 1000 0-0-0                            |
|                           |                   |                    |       | 24-500 GP             | 6.0           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | V.Good  | 6 railents; 1000 16-0-0; Bldg 3-0-0; 1000 9-0-0    |
| 3                         | 1                 |                    |       | 23-500 GP             | 5.7           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | V.Good  | Bldg 50-0-30; 1000 3-0-29; 1000 1-0-0; 1000 3-0-12 |
|                           | 1                 |                    |       | 23-500 GP             | 5.7           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Good  | 1 railent; 1000 6-0-8; 1000 4-0-4                  |
|                           |                   |                    |       | 22-500 GP             | 5.7           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  | 1      |         |                   |                  | Good  | 2 railents; Bldg 10-0-0; 1000 4-0-16               |
|                           |                   |                    |       | 5-100 GP              | 5.7           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  | 1      |         |                   |                  | Unobs   | Unsuccessful                                       |
|                           | 1                 |                    |       | 16 rockets            | 5.5           |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Good  | 1000 1-0-3; 1000 4-0-3; Bldg 1-0-0                 |
|                           |                   |                    |       | 20-500 GP             |               |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Unsuccessful                                    | Unsuccessful                                       |
|                           |                   |                    |       | 10-100 GP             |               |                       |               |                                      |  |                 |           |                    |         |                   |      |                  |                |                   |           |         |                  |        |         |                   |                  | Unsuccessful                                    | Unsuccessful                                       |

THIS PAGE IS UNCLASSIFIED

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 95 DATE 8-2-45

| MISSION   |                   | OBJECTIVE          | OPER. FACTORS            |  | ATTACKING POWER        |   |             |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       |                   |                     | ENEMY LOSS    |            |                                      |   |                |           |
|-----------|-------------------|--------------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|-------------------|---------------------|---------------|------------|--------------------------------------|---|----------------|-----------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION    | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ENEMY RESISTANCE  |                     |               | ENEMY LOSS |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING       | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       | TOTAL TONNAGE     | AMMUNITION EXPENDED | ANTI-AIRCRAFT |            | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
| 1         | 2                 | 3                  | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18                | 19                  | 20            | 21         | 22                                   | 23                                      | 24             |           |
| 358<br>70 | 0740              | Dive bomb          | RR Bridge B-251244       | 0815                                   | 2:00                   |   | P-47        | 11                                  | 11                | 11                        |         |                   |                    |                 | 10-1000 S&P           | 11.0  | Total mod-18      |                     |               |            |                                      |   |                |           |
|           | 0755              | "                  | Rail traffic             | 0844                                   | 2:10                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-1000 GP            |       | 10460             |                     |               |            |                                      |   |                |           |
|           | 1140              | "                  | RR Bridge B-251244       | 1225                                   | 2:30                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-1000 S&P           | 11.0  | 50 ea mod-18-by   |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 10-1000 GP            |       |                   |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 12-1000 GP            | 11.5  | mod-18            |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 10-1000 S&P           |       |                   |                     |               |            |                                      |   |                |           |
|           | 0810              | "                  | RR Bridge B-527863       | 0900                                   | 2:05                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 2-500 GP              |       |                   |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 8-1000 GP             | 12.0  | Total mod-18      |                     |               |            |                                      |   |                |           |
|           | 1130              | "                  | Bridge B-296800          | 1200                                   | 2:05                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 16-1000 S&P           |       | 15220             |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 8-1000 GP             | 12.0  | 50 ea int-18      | 32                  | 12            | mod-18     | 5                                    |   |                |           |
| 371<br>70 | 1135              | "                  | RR Bridge B-527863       | 1235                                   | 2:10                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 16-1000 S&P           |       |                   |                     |               |            |                                      |   |                |           |
|           | 1525              | Support            | M/T B-0872               | 2:05                                   |                        |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 24-1000 GP            | 12.0  | mod-hvy           |                     | 1             |            |                                      |   |                |           |
|           | 1535              | "                  | Rail traffic             | 1540                                   | 2:05                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 24-1000 GP            | 12.0  | Total int-hvy     |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 25-500 GP             | 8.7   | 15190 mod-hvy     |                     |               |            |                                      |   |                |           |
|           | 1505              | Air Recon          | Rail traffic             | 1545                                   | 1:45                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 8-1000 GP             | 12.0  | 50 ea             |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 16-1000 S&P           |       | int-18            |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 |                       |       |                   |                     |               |            |                                      |   |                |           |
| 1330      | Recon             |                    | 1450                     | 2:30                                   |                        | P-47  | 12          | 11                                  | 11                |                           |         |                   |                    |                 |                       |       | mod-hvy           |                     |               |            |                                      |   |                |           |
| 0810      | Dive bomb         | RR Bridge B-149849 | 0845                     | 1:55                                   |                        | P-47  | 16          | 16                                  | 16                |                           |         |                   |                    |                 |                       |       | mod-18-by         |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 46-500 GP             | 11.5  | 9160/50 mod-18-by |                     |               |            |                                      |   |                |           |
| 1255      | "                 | Army Vehicles      | 1325                     | 1:45                                   |                        | P-47  | 12          | 12                                  | 12                |                           |         |                   |                    |                 |                       |       |                   |                     |               |            |                                      |   |                |           |
| 1610      | "                 | RR Bridge B-149849 | 1635                     | 1:20                                   |                        | P-47  | 11          | 11                                  | 11                |                           |         |                   |                    |                 |                       |       |                   |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 36-500 GP             | 9.0   | 6600/50 int-hvy   |                     |               |            |                                      |   |                |           |
|           |                   |                    |                          |  |                        |   |             |                                     |                   |                           |         |                   |                    |                 | 27-500 GP             | 6.7   | 1000/50 int-hvy   |                     |               |            |                                      |   |                |           |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 95 DATE 8-2-48

| MISSION          |  | OBJECTIVE  | OPER. FACTORS  |  | ATTACKING POWER  |   |   |  |   |   |                           |                   |                    |       | ENEMY RESISTANCE                                 |                          |   |   | ENEMY LOSS                           |   |                |           |                    |
|------------------|--|--|--|--|--|---|---|--|---|---|---------------------------|-------------------|--------------------|-------|--|--------------------------|---|---|--------------------------------------|---|----------------|-----------|--------------------|
| GROUP            | TIME OF TAKE OFF   | TYPE OF MISSION  | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS   | AVERAGE TIME OF FLIGHT   | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | TYPE, MODEL   | AIRCRAFT   |   |   | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                                  |                          | AMMO.   | ANTI-AIRCRAFT                             | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                  |  |  |  |  |  |   |   | NUMBER AIRBORNE AT START OF MISSION  | NUMBER OF SORTIES   | NO OF A/C ATTACKING   | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                            | TOTAL TONNAGE            |   |   |                                      |   |                |           |                    |
| 1                | 2  | 3  | 4  | 5  | 6  | 7   | 8   | 9  | 10  | 11  | 12                        | 13                | 14                 | 15    | 16   | 17                       | 18  | 19  | 20                                   | 21                                      | 22             | 23        | 24                 |
| 371<br>70        | 0740<br>0750<br>1425<br>1640   | Support<br>.<br>.<br>.   | RAJams B-025505<br>RHridge V-858120<br>Rail traffic<br>RHridge B-3520  | 0830<br>0810<br>1450<br>1715   | 1:30<br>1:35<br>1:35<br>1:25   |   | P-47<br>P-47<br>P-47<br>P-47  | 12<br>12<br>8<br>11  | 11<br>12<br>8<br>11   | 11<br>12<br>8<br>11   |                           |                   |                    | 1     | 22-500 GP<br>24-500 GP<br>22-500 GP<br>20-500 GP | 5.5<br>6.0<br>5.5<br>5.0 | 2705/50<br>2200/50<br>2377/50<br>11000/50   | int-co-14<br>me-in-hy<br>all<br>int-co-14 |                                      |   |                |           |                    |
| 17<br>80         | 1345<br>1400   | Precision<br>.   | RHridge-Rastatt<br>RA Fortsch  | 1527<br>1602   | 2:55<br>3:05   | 12600<br>12000                              | B-26<br>B-26  | 25<br>24   | 24<br>17  | 24<br>17  |                           |                   | 1                  | 5     | 96-1000 GP<br>68-1000 GP                         | 48.0<br>34.0             |   | me-in-hy<br>me-in-hy                      |                                      |   |                |           |                    |
| 320<br>80        | 1310<br>1310   | Precision<br>.   | RHridge B-492216<br>RHridge B-368573   | 1440<br>1508   | 2:35<br>3:10   | 12400<br>11000                              | B-26<br>B-26  | 27<br>27   | 27<br>25  | 27<br>24  |                           |                   |                    |       | 213-500 GP<br>96-1000 GP                         | 53.2<br>48.0             |   | me-in-hy<br>me-in-hy                      |                                      |   |                |           |                    |
| 111<br>T/A<br>84 | 0725<br>0730<br>0735<br>0740<br>0745<br>1215<br>1230<br>1240<br>1300<br>1310<br>1355<br>1520<br>1540<br>1545<br>1545 | Tac Recon<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>. | Karlsruhe Area<br>Homburg Area<br>Freiburg Area<br>Strasbourg Area<br>Landau Area<br>Offenburg Area<br>Zweibrucken Area<br>Haguenau Area<br>Worms Area<br>Freiburg Area<br>Pirmasen Area<br>Strasbourg Area<br>Homburg Area<br>Homburg Area<br>Haguenau Area | 0740<br>0745<br>0750<br>0800<br>0815<br>1245<br>1250<br>1300<br>1330<br>1325<br>1415<br>1540<br>1600<br>1:45<br>1:30 | 2:00<br>1:30<br>1:30<br>2:05<br>2:30<br>2:30<br>2:00<br>1:50<br>2:15<br>2:10<br>2:25<br>1:30<br>2:05<br>1:45<br>1:30 |   | F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6<br>F-6 | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 | 2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2<br>2 |                           |                   |                    |       |  |                          | all<br>all<br>int-co-14<br>int-co-14<br>me-in-hy<br>me-co-hy<br>me-in-hy<br>all<br>me-in-hy<br>me-co-14<br>me-in<br>all<br>all<br>me-co-hy<br>int-co-14 |   |                                      |   |                |           |                    |

Page - 3 -

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 95 DATE 8-2-45

SECRET

SECRET

AUTH \_\_\_\_\_  
 DATE \_\_\_\_\_  
 NET \_\_\_\_\_

## ATTACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO                |               |                                      |   | ENEMY LOSSES   |           | LOSSES BY CAUSE    |         | CREW MEMBERS     |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U S LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                      | 22             | 23        | 24                 | 25      | 26               | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           | 1                 |                    |       | 22-500 GP             | 5.5           | 2705/50             | int-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              | 6 railroads; Loss 1-0-1                          |
|                           |                   |                    |       | 24-500 GP             | 6.0           | 2800/50             | mea-in-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Bridge 1-0-0; 1 railroad                         |
|                           |                   |                    |       | 22-500 GP             | 5.5           | 2377/50             | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  | 2      |         |                   |                  | Fair              | Roads 0-0-10                                     |
|                           |                   |                    |       | 20-500 GP             | 5.0           | 11000/50            | int-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1; Roads 2-0-0; Slag 1-0-0; 2 railroads |
|                           | 2                 |                    | 5     | 96-1000 GP            | 48.0          |                     | mea-in-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                   |                    |       | 68-1000 GP            | 34.0          |                     | mea-in-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                   |                    |       | 213-500 GP            | 53.2          |                     | mea-in-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Fair              |  |
| 1                         | 2                 |                    |       | 96-1000 GP            | 48.0          |                     | mea-in-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  | Fair              |  |
|                           |                   |                    |       |                       |               |                     | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | int-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | int-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               | 340/50              | mea-in-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Photos taken                                     |
|                           |                   |                    |       |                       |               |                     | mea-co-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | mea-in-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | mea-in-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | mod-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | mod-in        |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | all           |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                       |               |                     | mea-co-hy     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   | Photos taken                                     |
|                           |                   |                    |       |                       |               |                     | int-co-lt     |                                      |   |                |           |                    |         |                  |      |                  |                |           |         |                  |        |         |                   |                  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 95 DATE 8-2-45

| MISSION |                  | OBJECTIVE       |                          | OPER. FACTORS                          |                        | ATTACKING POWER                             |             |                                     |                   |                     |                  |                   |                    |       | ENEMY RESISTANCE      |               |                     |               |                                      | ENEMY LOSSES                            |                |           |                    |         |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------|------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    | REASONS A/C NOT ATTACKING           | BOMBS ON TARGET   | AMMO.               | ENEMY RESISTANCE | ENEMY LOSSES      |                    |       |                       |               |                     |               |                                      |   |                |           |                    |         |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING | WEATHER          | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                  | 12               | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                      | 22             | 23        | 24                 | 25      |
| 162     | 0805             | Tac Recon       | Area "C"                 | 0820                                   | 1:40                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
| T/R     | 0815             | "               | Route #2                 | 0835                                   | 1:15                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
| 84      | 0800             | "               | Route #5                 | 0825                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       | 120/50        | nil                 |               |                                      |   |                |           |                    |         |
|         | 0815             | "               | Route #4                 | 0835                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | see-in-ay     |                                      |   |                |           |                    |         |
|         | 1315             | "               | Area "C"                 | 1330                                   | 2:15                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1320             | "               | Route #2                 | 1340                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | see-in-ay     |                                      |   |                |           |                    |         |
|         | 1325             | "               | Area "D"                 | 1345                                   | 2:10                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | see-in-lt     |                                      |   |                |           |                    |         |
|         | 1300             | "               | Route #4                 |  | 1:45                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    | 2     |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1250             | "               | Area "C"                 | 1300                                   | 2:05                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1305             | "               | Route #5                 | 1325                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      | 2                                       |                |           |                    |         |
|         | 1400             | "               | Area "C"                 | 1415                                   | 2:05                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | see-in-lt     |                                      |   |                |           |                    |         |
|         | 1400             | "               | Route #2                 | 1415                                   | 1:25                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1500             | "               | Route #2                 | 1520                                   | 2:05                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | int-ay        |                                      |   |                |           |                    |         |
|         | 1540             | "               | Route #4                 | 1605                                   | 1:40                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | int-in-lt     |                                      |   |                |           |                    |         |
|         | 1545             | "               | Route #5                 | 1605                                   | 1:25                   |   | F-6         | 2                                   | 2                 | 2                   |                  |                   |                    |       |                       |               |                     | see-in-ay     |                                      |   |                |           |                    |         |
| 34      | 1500             | Photo           | M/T Radford Hill         | 1545                                   | 2:00                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
| F/R     | 1340             | "               | M/T Cornbrook            | 1430                                   | 2:10                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
| 84      | 1340             | "               | Dump Q-845829            | 1415                                   | 1:45                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1330             | "               | Haine River              | 1400                                   | 2:05                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1330             | "               | Block coverage           | 1405                                   | 1:35                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1345             | "               | Block coverage           | 1415                                   | 1:55                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1345             | "               | Block coverage           |  | 2:15                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    | 1     |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1330             | "               | Block coverage           | 1400                                   | 2:05                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1345             | "               | Block coverage           | 1450                                   | 1:30                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
|         | 1335             | "               | Block coverage           | 1400                                   | 2:00                   |   | F-5         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | nil           |                                      |   |                |           |                    |         |
| 415     | 2050             | Intruder        |                          | 2:00                                   |                        |   | Dom         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     |               |                                      |   |                |           |                    |         |
| F/R     | 0800             | "               |                          | 1:30                                   |                        |   | Dom         | 1                                   | 1                 | 1                   |                  |                   |                    | 1     |                       |               |                     |               |                                      |   |                |           |                    |         |
| 84      | 0920             | "               |                          | 1:25                                   |                        |   | Dom         | 1                                   | 1                 | 1                   |                  |                   |                    |       |                       |               |                     | see-in-lt     |                                      |   |                |           |                    |         |

SECRET

Page - 4 -



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 96 DATE 9-V-48

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                      |                       | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--------------------------------------|-----------------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                      |                       | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                | TOTAL TONNAGE         |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                   | 17                    | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50 PG   | 1310              | Escort          |                          |   | 1:45                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                                      |                       |                  |               |                                       |   |                |           |                    |
|         | 1320              |                 |                          |   | 1:50                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       |                                      |                       |                  |               |                                       |   |                |           |                    |
|         | 0620              | Dive bomb       | M/Y Klinger              |   | 2:05                   |  | P-47            | 16                                  | 13                | 13                   |                           |                   |                    | 3     | 22-500 GP                            | 5.5                   |                  |               |                                       |   |                |           |                    |
|         | 0750              | Dive bomb       | Herrenberg               |   | 1:55                   |  | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 22-500 GP                            | 5.5                   |                  |               |                                       |   |                |           |                    |
|         | 0805              | Dive bomb       | M/Y Haffinger            |   | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22-500 GP                            | 5.5                   |                  |               |                                       |   |                |           |                    |
|         | 1345              | Dive bomb       | Rail traffic             |   | 1:40                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 24-500 GP                            | 6.0                   |                  |               |                                       |   |                |           |                    |
|         | 1555              | Dive bomb       | RI Lensingen             |   | 2:15                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP                            | 6.0                   |                  |               |                                       |   |                |           |                    |
|         | 1610              | Dive bomb       | M/Y V-975248             |   | 1:35                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP                            | 6.0                   |                  |               |                                       |   |                |           |                    |
|         | 1640              | Dive bomb       | Brinsch-city             |   | 1:50                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    | 1 1   | 20-500 GP                            | 5.0                   |                  |               |                                       |   |                |           |                    |
|         | 324 PG            | 0840            | Dive Bomb                | RI V-922180                             | 0918                   | 2:10   | 1000            | P-47                                | 12                | 6                    | 6                         |                   |                    |       | 1 5                                  | 12-500 GP<br>4-100 GP | 3.2              |               |                                       |   |                |           |                    |
| 0845    |                   | Dive bomb       | M/Y Terna                | 0930                                    | 1:45                   | 2000   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22-500 GP<br>11-100 GP<br>16 rockets | 6.0                   |                  |               |                                       |   |                |           |                    |
| 0930    |                   | Dive bomb       | Train-Durlach            | 1045                                    | 2:15                   | 500  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 20-500 GP<br>9-100 GP                | 5.4                   |                  |               |                                       |   |                |           |                    |
| 1325    |                   | Dive bomb       | Kindwiller-city          | 1445                                    | 2:15                   | 1000   | P-47            | 12                                  | 9                 | 9                    |                           |                   |                    | 3     | 18-500 GP<br>6-100 GP                | 4.8                   |                  |               |                                       |   |                |           |                    |
| 1330    |                   | Dive bomb       | RI V-940311              | 1415                                    | 2:30                   | 3000   | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 18-500 GP<br>9-100 GP                | 4.9                   |                  |               |                                       |   |                |           |                    |
| 1345    |                   | Dive bomb       | Gunn R-097211            | 1435                                    | 2:10                   | 1000   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 22-500 GP<br>10-100 GP<br>20 rockets | 6.0                   |                  |               |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                                      |                       |                  |               |                                       |   |                |           |                    |

Page - 1 -

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 96 DATE 9-2-45

| MISSION   |                  |                     | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               | ENEMY RESISTANCE    |               |                                      | ENEMY LOSSES                             |                |           |                    |         |
|-----------|------------------|---------------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|
| GROUP     | TIME OF TAKE OFF | TYPE OF MISSION     | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|           |                  |                     |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE |                     |               |                                      |  |                |           |                    |         |
| 1         | 2                | 3                   | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      |
| 328<br>FG | 1650             | Dive bomb           | RR #030620 ✓             | 1740                                   | 1:25                   | 1500  | P-47            | 13                                  | 12                | 12                   |                           |                   |                    | 1     | 24-500 GP<br>6-100 WP<br>14 rockets | 6.3           |                     | nil           |                                      |  |                |           |                    |         |
|           | 1640             | Dive bomb           | RR #2564 ✓               | 1720                                   | 1:20                   | 500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP<br>7-100 WP               | 6.3           |                     | mod-18        |                                      |  |                |           |                    |         |
|           | 1700             | Dive bomb           | Train #330690            | 1735                                   | 1:30                   | 2000  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 20-500 GP<br>7-100 WP               | 5.3           |                     | mod-18        |                                      |  |                |           |                    |         |
|           | 1400             | Dive bomb & weather | A/T Offenburg            | 1450                                   | 1:30                   | 3000  | P-47            | 1                                   | 1                 | 1                    |                           |                   |                    |       | 2-500 GP<br>1-100 WP                | .5            |                     | mod-18        |                                      |  |                |           |                    |         |
| 358<br>FG | 1150             | Escort              |                          | 1255                                   | 1:55                   |   | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       |                                     |               |                     | nil           |                                      |  |                |           |                    |         |
|           | 1205             | Escort              |                          | 2:25                                   |                        |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                                     |               |                     | nil           |                                      |  |                |           |                    |         |
|           | 0725             | Dive bomb           | A/T Rottweil ✓           | 0830                                   | 2:20                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-1000 GP                          | 12.0          | Total 3442<br>50 ea | mod-bvy       |                                      |  |                |           |                    |         |
|           | 0750             | Dive bomb           | RR Bridge 149849         | 0840                                   | 2:20                   |   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 32-500 GP                           | 8.0           |                     | int-18        |                                      |  |                |           |                    |         |
|           | 0800             | Dive bomb           | A/T Tuttlingen ✓         | 0826                                   | 2:25                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 34-500 GP                           | 8.5           |                     | mod-18        |                                      |  |                |           |                    |         |
|           | 1330             | Dive bomb           | A/T Villingen ✓          | 1410                                   | 1:40                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 12-1000 GP<br>12-1000 GP            | 12.0          |                     | mod-18        |                                      |  |                |           |                    |         |
|           | 1510             | Dive bomb           | Bridge #251244 ✓         | 1610                                   | 2:00                   |   | P-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 21-1000 GP                          | 10.5          |                     | mod-18        |                                      |  |                |           |                    |         |
|           | 1535             | Dive bomb           | A/T Leunersheim          | 1615                                   | 1:55                   |   | P-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 11-1000 GP                          | 11.0          |                     | mod-bvy       |                                      |  |                |           |                    |         |
|           | 1650             | Dive bomb           | RR Bridge #149849 ✓      | 1710                                   | 1:00                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 29-500 GP                           | 7.2           |                     | int-15        |                                      |  |                |           |                    |         |
|           |                  |                     |                          |  |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                                     |               |                     |               |                                      |  |                |           |                    |         |

Page - 2 -

Page - 2 -

SECRET



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 96 DATE 9-2-45

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |  | ENEMY RESISTANCE                           |                     | RESULTS OF MISSION                                       |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                                      |  |
|---------------------------|-------------------|--------------------|-------|--|--|---------------------|--|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|--------------------------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET  | AMMO.                                      |                     |  | ENEMY LOSSES                          |   |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |         |         |                   |                  |                                      |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | TOTAL TONNAGE                              | AMMUNITION EXPENDED | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS                    |  |
| 12                        | 13                | 14                 | 15    | 16   | 17   | 18                  | 19   | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33      | 34      | 35                | 36               | 37                                   | 38   |
|                           | 1                 |                    |       | 24-500 GP<br>6-100 GP<br>14 railcuts   | 6.3  |                     | all  |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |         |         |                   |                  | Good                                 | 5 railcuts   |
|                           |                   |                    |       | 24-500 GP<br>7-100 GP<br>20-500 GP<br>7-100 GP<br>2-500 GP<br>1-100 GP         | 6.3<br>5.3<br>5                            |                     | mod-18<br>mod-18<br>mod-18                               |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |         |         |                   |                  | Good<br>Unobs<br>Unobs               | 2 railcuts   |
|                           |                   |                    |       | 24-1000 GP<br>32-500 GP<br>24-500 GP<br>12-1000 GP<br>12-1000 GP<br>21-1000 GP | 12.0<br>8.0<br>8.5<br>12.0<br>12.0<br>10.5 | Total 3962<br>50 GP | mod-18<br>mod-18<br>mod-18<br>mod-18<br>mod-18<br>mod-18 |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |         |         |                   |                  | Good<br>Good<br>Good<br>Fair<br>Fair | Unsuccessful<br>Unsuccessful<br>4/Y-1; 4 railcuts; Loss 1-0-1; Bldg 1-0-0<br>Bridge 0-0-1; Loss 1-0-1; Bldg 3-0-15; Bldg 3-0-0; M/T 7-0-9<br>4/Y-1; Loss 0-0-3; Bldg 0-0-14; Bldg 3-0-9<br>4/Y-1; Bldg 5-0-0; Bldg 4-0-0 |
|                           | 1                 |                    |       | 11-1000 GP<br>29-500 GP  | 11.0<br>7.2                                |                     | mod-18<br>mod-18   |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |         |         |                   |                  | Good<br>Good                         | 2 railcuts; 4/Y-1; 4-0-0; Bldg 1-0-0; Bldg 0-0-1<br>Loss 1-0-4; Bldg 5-0-15; Bldg 7-0-0; 1 railcut; 4/Y-1<br>Bridge 0-0-1; 2 railcuts; Bldg 3-0-0; 4/Y-1; M/T 3-0-0; Gun Pos 0-0-5                                       |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 96 DATE 9-2-48

| MISSION         |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       |   |                |           |                    |         |
|-----------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP           | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         |
|                 |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
| 1               | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 372<br>B        | 0745              | Dive bomb       | M/Y B-5460               | 0810                                    | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.0           | 2760/50          | mod-ss-by     |                                       |   |                |           |                    |         |
|                 | 1615              | Dive bomb       | BRIDGE Rastatt           | 1645                                    | 1:35                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.0           | 640/50           | mod-1b-by     |                                       |   |                |           |                    |         |
|                 | 0815              | Arm Recon       | HR B-400866              | 0915                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 31-500 GP             | 7.7           | 2620/50          | mod-ss-by     |                                       |   |                |           |                    |         |
|                 | 1310              | Arm Recon       | M/Y B-690490             | 1330                                    | 1:55                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 35-500 GP             | 8.7           |                  | mod-1b-by     |                                       |   |                |           |                    |         |
|                 | 1320              | Arm Recon       | BRIDGE Rastatt           | 1430                                    | 2:00                   |  | P-47            | 11                                  | 9                 | 9                    |                           |                   |                    | 2     | 26-500 GP             | 6.5           | 384/50           | mod-1b-by     |                                       |   |                |           |                    |         |
|                 | 1625              | Arm Recon       | HR Durnersheim           | 1650                                    | 1:20                   |  | P-47            | 12                                  | 11                | 11                   |                           |                   |                    | 1     | 30-500 GP             | 7.7           | 3384/50          | nil           |                                       |   |                |           |                    |         |
| 17<br>B         | 1215              | Precision       | BRIDGE Rastatt           |   | 2:50                   |  | P-26            | 24                                  | 24                |                      | 24                        |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 1225              | Precision       | HR Frenkenstadt          |   | 3:05                   |  | P-26            | 26                                  | 16                |                      | 25                        |                   | 4                  |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
| 320<br>B        | 1030              | Precision       | BRIDGE B-251244          |   | 3:25                   |  | P-26            | 29                                  |                   |                      | 29                        |                   |                    |       |                       |               | 505/50           | nil           |                                       |   |                |           |                    |         |
|                 | 1040              | Precision       | BRIDGE B-385731          |   | 3:30                   | 14000  | P-26            | 32                                  | 31                | 31                   |                           |                   | 1                  |       | 123-1000 GP           | 61.5          | 50/50            | nil           |                                       |   |                |           |                    |         |
| 111<br>F/R<br>B | 0750              | Tac Recon       | Seestraschen Area        | 0815                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | mod-in-by     |                                       |   |                |           |                    |         |
|                 | 0800              | Tac Recon       | Bitche Area              | 0825                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | int-in-1b     |                                       |   |                |           |                    |         |
|                 | 0800              | Tac Recon       | Karlruhe Area            | 0820                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | mod-in-by     |                                       |   |                |           |                    |         |
|                 | 0910              | Tac Recon       | Wiesembourg Area         | 0915                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 0900              | Tac Recon       | Wormburg Area            | 0915                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 0900              | Tac Recon       | Worm Area                |   | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 1100              | Tac Recon       |                          |   | 1:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 1115              | Tac Recon       |                          |   | 1:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 1350              | Tac Recon       | London Area              | 1430                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           |                                       |   |                |           |                    |         |
|                 | 1415              | Tac Recon       | Germanheim Area          | 1445                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | nil           | 1                                     |   |                |           |                    |         |

SECRET

Page - 3 -





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 96 DATE 9-2-45

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |                |                                       | ENEMY LOSSES                              |                |           |                    |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|----------------|---------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT. | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                |                                       |   |                |           |                    |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19             | 20                                    | 21  | 22             | 23        | 24                 | 25 |
| 111     | 1415              | Tac Recon       | Seaboard Area            | 1455                                    | 1:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
| T/R     | 1530              | Tac Recon       | Karlshof Area            | 1545                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | see-cc-by      |                                       |   |                |           |                    |    |
| 162     | 0800              | Tac Recon       | Route #4                 | 0820                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | int-cc-by      |                                       |   |                |           |                    |    |
| T/R     | 0750              | Tac Recon       | Route #5                 | 0810                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 0755              | Tac Recon       | Area "C"                 | 0815                                    | 2:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1010              | Tac Recon       | Route #2                 | 1025                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | int-cc-by      |                                       |   |                |           |                    |    |
|         | 1505              | Tac Recon       | Area "D"                 | 1520                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | see-ia-14      |                                       |   |                |           |                    |    |
|         | 1430              | Tac Recon       | Area "C"                 | 1500                                    | 1:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1515              | Tac Recon       | Route #4                 | 1535                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | see-ia-14      |                                       |   |                |           |                    |    |
|         | 1510              | Tac Recon       | Route #2                 | 1530                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | see-ia-14      |                                       |   |                |           |                    |    |
|         | 1530              | Tac Recon       | Route #5                 | 1545                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
| 3       | 1035              | Photo           | Norm                     |   | 1:10                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
| P/R     | 1035              | Photo           | NR E-714466              |   | 1:00                   |  | F-5             | 2                                   | 2                 |                      | 2                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1020              | Photo           | M/T Lantigua             |   | 1:10                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1025              | Photo           | M/T Misercordia          |   | 2:00                   |  | F-5             | 2                                   | 2                 |                      | 2                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1040              | Photo           | Block coverage           |   | 1:45                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1020              | Photo           | Block coverage           |   | 1:00                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1025              | Photo           | Block coverage           |   | 1:35                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1030              | Photo           | Block coverage           |   | 1:20                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |
|         | 1035              | Photo           | Block coverage           |   | 1:05                   |  | F-5             | 1                                   | 1                 |                      | 1                         |                   |                    |       |                       |               |                     | nil            |                                       |   |                |           |                    |    |

SECRET

20-4-



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 97 DATE 10 February 1945

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSS     |           |                    |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50<br>FG  | 1620              | Dive Bomb       | M/Y Zweibrücken          |   | 1:10                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       |                       | 16-500 GP     | 4                | 720/50        | Int-As-1                              |   |                |           |                    |
|           | 1635              | " "             |                          |   | 1:35                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| 328<br>FG | 1600              | " "             | V-940210                 | 1650                                    | 1:40                   | 800  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       | 4-500 GP      | 1.1              | Total         | Mod-1                                 |   |                |           |                    |
|           | 1615              | " "             | Rail Traffic             | 1710                                    | 1:45                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24-500 GP     | 6.4              | 1700          | Mod-4                                 |   |                |           |                    |
|           | 1620              | " "             | " "                      | 1700                                    | 1:25                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       | 9-100 GP      | 4.1              | 50 Cal        | Int-1                                 |   |                |           |                    |
|           | 1630              | " "             | " "                      | 1715                                    | 1:30                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 16-500 GP     |                  |               |                                       |   |                |           |                    |
| 358<br>FG | 1530              | " "             | R/R Bridge W149249       | 1630                                    | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   | 2                  |       |                       | 36-500 GP     | 9.               | Total         | All                                   |   |                |           |                    |
|           | 1540              | " "             | M/Y Freiburg             | 1615                                    | 2:25                   |  | P-47            | 14                                  | 12                | 12                   |                           |                   |                    |       |                       | 24-1000 GP    | 12.              | 1700          | Mod-4                                 |   |                |           |                    |
|           | 1600              | " "             | Rail Traffic             | 1640                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24-1000 GP    | 12.              | 50 Cal        | Mod-4                                 |   |                |           |                    |
|           | 371<br>FG         | 1605            | Support                  | G-835473                                | 1630                   |  | 1:25            | P-47                                | 12                | 11                   |                           |                   |                    |       |                       | 11            | 1                |               |                                       |   |                |           |                    |
| 1620      | Arm Recon         | L-2314          | 1700                     | 1:20                                    | P-47                   | 11   | 11              | 11                                  | 32-500 GP         | 8.                   | 1300/50                   | All               |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| 415<br>BW | 1615              | " "             | M/Y Kaiserlautern        | 1720                                    | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24-500 GP     | 6.               | 1560/50       | Int-1                                 |   |                |           |                    |
|           | 1805              | Intruder        |                          | 2:30                                    | Bomb                   |  | 1               | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
|           | 1810              | "               |                          | 1:40                                    | Bomb                   |  | 1               | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
|           | 2110              | "               |                          | 1:30                                    | Bomb                   |  | 1               | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |
| 2225      | "                 | 1:20            |                          | Bomb                                    | 1                      | 1  | 1               |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 97 DATE 10 February 1945

SECRET

SECRET  
 AUTH. Lt. Col. TAGAP (P)  
 DATE 20 February 1945  
 INIT.

| ATTACKING POWER           |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |                            |                               |                              |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|----------------------------|-------------------------------|------------------------------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |         |         |                   |                  |                   |                            |                               |                              |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |                            |                               |                              |
| 2                         | 13                 | 14    | 15                    | 16            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38                         |                               |                              |
|                           |                    |       | 16-500 GP             | 4.            | 720/50              | Int-12-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  | 1       |         |                   |                  | Good              | All Bombs Jettisoned       |                               |                              |
|                           |                    |       | 4-500 GP              | 1.1           | Total               | Mod-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  | Fair              | Bldgs 6-0-0 R/R Cars 8-0-0 |                               |                              |
|                           |                    |       | 2-100 GP              |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Gun Pos 4-0-0                 |                              |
|                           |                    |       | 24-500 GP             | 6.4           | 17010               | Mod-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Fair                       | Bldgs 0-0-1                   |                              |
|                           |                    |       | 9-100 GP              |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |                            | Good                          | Railouts - 1 R/R Cars 5-0-10 |
|                           |                    |       | 16-500 GP             | 4.1           | .50 Cal             | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Bldgs 2-0-0 Gun Pos 3-0-0     |                              |
|                           |                    |       | 3-100 GP              |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | R/R Cars 4-0-0 Railout - 1    |                              |
|                           |                    |       | 17-800 GP             |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Loco 1-0-1                    |                              |
|                           |                    |       | 24-500 GP             | 6.5           |                     | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Loco 1-0-0 R/R Cars 12-0-6    |                              |
|                           |                    |       | 10-100 GP             |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Railouts - 3                  |                              |
|                           |                    |       | 36-500 GP             | 9.            | Total               | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | M/Y 1 Bldgs 3-0-0             |                              |
|                           |                    |       | 24-1000 GP            | 12.           | 1700                | Mod-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Unobs.                     | Railout-1 R/R Cars 3-0-0      |                              |
|                           |                    |       | 24-1000 GP            | 12.           | .50 Cal             | Mod-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Bldgs 2-0-0                   |                              |
|                           |                    |       | 22-500 GP             | 5.5           | 720/50              | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Unobs.                     | Railouts - 2 R/R Cars 10-0-12 |                              |
|                           |                    |       | 32-500 GP             | 8.            | 1300/50             | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Good                       | Bldgs 4-0-0                   |                              |
|                           |                    |       | 24-500 GP             | 6.            | 1500/50             | Int-14        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Very Good                  | Railout - 1 Loco 2-0-3        |                              |
|                           |                    |       |                       |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |                            | R/R Cars 50-0-25 Mt 1-0-3     |                              |
|                           |                    |       |                       |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |                            | MT 0-0-4                      |                              |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 98 DATE 11-2-45

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                     |                           |                   |                    |       |                                      |               | ENEMY RESISTANCE |               |                                       |   |                     |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------|---------------------------|-------------------|--------------------|-------|--------------------------------------|---------------|------------------|---------------|---------------------------------------|---|---------------------|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                     | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                      |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES        |                |           |                    |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                | TOTAL TONNAGE |                  |               |                                       |   | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                  | 12                        | 13                | 14                 | 15    | 16                                   | 17            | 18               | 19            | 20                                    | 21  | 22                  | 23             | 24        | 25                 |
| 50<br>FB  | 0835              | Dive Bomb       | M/Y Parchsin             |   | 2:10                   |  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 14-500 GP                            | 3.5           | Total Nil        |               |                                       |   |                     |                |           |                    |
|           | 0850              | " "             | H-2980                   |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                  |                           |                   |                    |       | 24-500 GP                            | 6.            | 17200            | Int-Inst      |                                       |   |                     |                |           |                    |
|           | 0905              | " "             | M/Y H-411869             |   | 2:05                   |  | P-47            | 15                                  | 15                | 15                  |                           |                   |                    |       | 22-500 GP<br>36-Monkeys              | 5.5           | 5000             | Mon-Inst      |                                       |   |                     |                |           |                    |
| 324<br>FB | 0800              | " "             | Rail Traffic             | 0900                                    | 2:00                   | 800  | P-47            | 16                                  | 16                | 16                  |                           |                   |                    |       | 32-500 GP<br>14-100 GP<br>19-Monkeys | 8.7           | Total            | Mon-Inst      |                                       |   |                     |                |           |                    |
|           | 0815              | " "             | M/Y Schiffenstadt        | 0910                                    | 2:30                   | 2000   | P-47            | 15                                  | 15                | 15                  |                           |                   |                    |       | 30-500 GP<br>12-100 GP               | 8.1           | 27600            | Mon-Inst      |                                       |   |                     |                |           |                    |
|           | 0825              | " "             | Mks. H-085218            | 0930                                    | 2:10                   | 500  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 24-500 GP<br>6-100 GP                | 6.3           |                  | Mon-Inst      |                                       |   |                     |                |           |                    |
| 358<br>FB | 0725              | Arm Recon.      | Rail Traffic             | 0815                                    | 1:55                   |  | P-47            | 10                                  | 10                | 10                  |                           |                   |                    |       | 27-500 GP                            | 6.7           | Total            | Mon-Inst      |                                       |   |                     |                |           |                    |
|           | 0735              | " "             | M/Y Grunstadt            | 0800                                    | 1:55                   |  | P-47            | 12                                  | 12                | 12                  |                           |                   |                    |       | 34-500 GP                            | 8.5           | 22300            | Mon-Inst      |                                       |   |                     |                |           |                    |
|           | 0745              | " "             | M/Y Near Worms           | 0835                                    | 2:00                   |  | P-47            | 12                                  | 12                | 11                  |                           |                   | 1                  |       | 33-500 GP                            | 8.2           |                  | Nil           |                                       |   |                     |                |           |                    |
| 371<br>FB | 0755              | " "             | Rail Traffic             | 0845                                    | 2:00                   |  | P-47            | 14                                  | 14                | 14                  |                           |                   |                    |       | 38-500 GP                            | 9.5           | 3464/5000        | Mon-Inst      |                                       |   |                     |                |           |                    |
|           | 0825              | Dive Bomb       | M/Y Alzey                | 0900                                    | 1:45                   |  | P-47            | 16                                  | 16                | 16                  |                           |                   |                    |       | 45-500 GP                            | 11.2          | 3920/5000        | Mon-Inst      |                                       |   |                     |                |           |                    |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 98 DATE 11-2-45

SECRET  
 AUTH 1st TAC AF (A)  
 DATE 2 March 1945  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                    |       |                       |                 | ENEMY RESISTANCE    |               | RESULTS OF MISSION                    |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   | REMARKS          |                   |        |  |
|---------------------------|--------------------|-------|-----------------------|-----------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--------|--|
| REASONS A/C NOT ATTACKING |                    |       |                       | BOMBS ON TARGET | AMMO.               |               |                                       | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |        |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE   | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |        |  |
| 2                         | 13                 | 14    | 15                    | 16              | 17                  | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32     | 33      | 34                | 35               | 36                | 37     | 38   |
|                           |                    |       | 14-500 GP             | 3.5             | Total All           |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs. |  |
|                           |                    |       | 24-500 GP             | 6.              | 17120               | Int-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | Railcuts-2, RR Cars 25-0-0, MT 17-0-0.                                   |
|                           |                    |       | 22-500 GP             |                 |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |        |  |
|                           |                    |       | 36-Mockets            | 5.5             | 5000                | Med-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | M/Y-1, RR Cars 11-0-55, Loco 1-0-4, Railcuts-1, Bldgs 3-0-0.             |
|                           |                    |       | 32-500 GP             |                 |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |        |  |
|                           |                    |       | 14-100 HP             |                 |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 2      |         |                   |                  |                   | Good   | Loco 0-0-2, MT 0-0-2, RR Cars 5-0-0, Railcuts-1                          |
|                           |                    |       | 19-Mockets            | 8.7             | Total               | Med-Low-Hy    |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |        |  |
|                           |                    |       | 30-500 GP             |                 |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |        |  |
|                           |                    |       | 12-100 HP             | 8.1             | 27610               | 50 Cal Med-Hy |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | V-Good | M/Y-1, Loco 0-0-9, RR Cars 11-0-28, MT 1-0-0, Bldg 4-0-6                 |
|                           |                    |       | 24-500 GP             |                 |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |        |  |
|                           |                    |       | 6-100 HP              | 6.3             |                     | Med-Lt        |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | Bldg 6-0-3.  |
|                           |                    |       | 27-500 GP             | 6.7             |                     | Total Med-Lt  |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | Loco 1-0-7, RR Cars 9-0-42, Railcuts-2, Gun Pos 0-0-1, Bldgs 2-0-0.      |
|                           |                    |       | 34-500 GP             | 8.5             | 22580               | 50 Cal Med-Hy |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 2      |         |                   |                  |                   | Good   | Loco 1-0-3, M/Y-1, RR Cars 18-0-90, MT 3-0-5, Bldg 1-0-0, Gun Pos 0-0-1. |
| 1                         |                    |       | 33-500 GP             | 8.2             |                     | All           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | Loco 0-0-2, RR Cars 0-0-10, Bldg 1-0-7, MT 5-0-0, Gun Pos 0-0-2.         |
|                           |                    |       | 38-500 GP             | 9.5             | 3444/50             | Med-In-Hy     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Unobs. | Loco 0-0-1, Bldg 1-0-1   |
|                           |                    |       | 45-500 GP             | 11.2            | 3920/50             | Med-Lt        |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | Loco 1-0-4, RR Cars 20-0-45, Bldg 2-0-2, Railcut-1.                      |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                  |                 | OBJECTIVE                |  |                        |   | OPER. FACTORS |                                     |                   | ATTACKING POWER      |                           |                   |                    |       |                       |               |         | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |         |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|---------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT      |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.   | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL   | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |         |                  |                                      |  |                |           |                    |         |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8             | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18      | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      |
| 371     | 0835             | Dive Bomb       | N/Y Q592057              | 0915                                   | 1:55                   |   | P-47          | 14                                  | 14                | 14                   |                           |                   |                    |       | 40-500 GP             | 10.           | 3764/50 | Med-Inf-Lt       |                                      |  |                |           |                    |         |
| FW      |                  |                 |                          |  |                        |   |               |                                     |                   |                      |                           |                   |                    |       |                       |               |         |                  |                                      |  |                |           |                    |         |
| 111     | 0740             | Tac Recon       | Saarbrücken              | 0800                                   | 2:25                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
| T.R.    | 0745             | "               | Basel                    | 0800                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0745             | "               | Speyer                   | 0810                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | Med-Inf-Lt       |                                      |  |                |           |                    |         |
|         | 0830             | "               | Karlsruhe                | 0900                                   | 1:50                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0830             | "               | Hamburg                  | 0945                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | Med-Inf-Lt       | 1                                    |  |                |           |                    |         |
|         | 1000             | "               | Offenburg                | 1015                                   | 1:15                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
| 162     | 0805             | "               | Route #1                 | 0820                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
| T.R.    | 0820             | "               | " #4                     | 0840                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0810             | "               | Area "B"                 | 0830                                   | 1:20                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | Med-Inf-Lt       |                                      |  |                |           |                    |         |
|         | 0800             | "               | Area "D"                 | 0820                                   | 2:00                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | Int-Inf-Hq       |                                      |  |                |           |                    |         |
|         | 1010             | "               | Area "E"                 | 1027                                   | 1:20                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
| 34      | 0930             | Photo Recon     | Dump R-278563            | 1015                                   | 1:20                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |         | N11              |                                      |  |                |           |                    |         |
| P.R.    | 1010             | "               | Malmsheim A/F            |  | 1:00                   |   | F-5           | 2                                   | 2                 | 2                    |                           |                   |                    | 2     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0945             | "               | Freiburg A/F             |  | 1:50                   |   | F-5           | 2                                   | 2                 | 2                    |                           |                   |                    | 2     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 1000             | "               | Block Coverage           | 1030                                   | 1:15                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0945             | "               | "                        | 1015                                   | 2:05                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 1005             | "               | "                        | 1025                                   | 1:15                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 0950             | "               | "                        | 1025                                   | 1:15                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         | N11              |                                      |  |                |           |                    |         |
|         | 1015             | "               | Rastatt                  | 1045                                   | 1:20                   |   | F-5           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         |                  |                                      |  |                |           |                    |         |
| 415     | 1800             | Intruder        |                          |  | 1:05                   |   | Bom           | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |         |                  |                                      |  |                |           |                    |         |
| M.F.    | 2030             | "               |                          |  | 1:35                   |   | Bom           | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |         |                  |                                      |  |                |           |                    |         |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         | REMARKS          |        |         |                   |                  |                   |   |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.            |                     |                    | ENEMY LOSSES                         |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |   |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38  |
|                           |                   |                    |       | 40-500 GP             | 10.              | 3764/50             | Med-In-Lt          |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Loco 3-0-2, RR Cars 30-0-25<br>Bldg 3-0-0, Railroad-3 M/T-2 |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | Med-Ac-Hy          |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | Med-Ac-Hy          | 1                                    |  |                |                 |                    |         | 1                 |      |                  |                | 1         |         |                  |        |         | 1                 |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | Med-In-Lt          |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | Int-In-Hy          |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |
|                           |                   |                    |       |                       |                  |                     | M11                |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |   |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS' REPORT FORM 34

OPERATION NO. 77 DATE 1-2-50

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|---------------------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                       |               | AMMO. EXPENDED   | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                 | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 50 FG   | 0905              | Dive Bomb       | V-9013                   |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 22-500 GP                             | 5.5           | Total            | None-Int-Int  | 4                                     |   |                |           |                    |
|         | 1030              | " "             | M/Y V-974267             |   | 1:55                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 23-500 GP                             | 5.7           | 9308             | None-Int-Int  |                                       |   |                |           |                    |
|         | 1045              | " "             | Rail Traffic             |   | 2:25                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 22-500 GP                             | 5.5           | 50 Gal           | Int-Int-Int   |                                       |   |                |           |                    |
|         | 1235              | " "             | LAHR                     |   | 1:35                   |  | P-47            | 15                                  | 15                | 14                   |                           |                   | 1                  |       | 22-500 GP                             | 5.5           |                  | All           |                                       |   |                |           |                    |
|         | 1400              | " "             | M/Y Gumbstadt            |   | 1:55                   |  | P-47            | 16                                  | 16                | 15                   |                           |                   | 1                  |       | 24-500 GP                             | 6.            |                  | Int-Int-Int   |                                       |   |                |           |                    |
|         | 1425              | " "             | M/Y M310075              |   | 2:02                   |  | P-47            | 16                                  | 16                | 15                   |                           |                   | 1                  |       | 22-500 GP                             | 5.5           |                  | None-Int-Int  |                                       |   |                |           |                    |
|         | 1540              | " "             | M/Y Speichingen          |   | 2:05                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP                             | 6.            |                  | All           |                                       |   |                |           |                    |
|         | 1655              | " "             | M/Y N-224538             |   | 2:08                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 24-500 GP                             | 6.            |                  | None-Int-Int  |                                       |   |                |           |                    |
|         | 1720              | Ftr. Sweep      | Drusenheim               |   | 1:05                   |  | P-47            | 12                                  | 12                | 11                   |                           |                   | 1                  |       | 24-500 GP                             | 6.            |                  | All           |                                       |   |                |           |                    |
|         | 1035              | Leaflet         | Drusenheim               |   | 1:40                   |  | P-47            | 4                                   | 4                 | 4                    |                           |                   |                    |       |                                       |               | 78/50            | Int-Int-Int   |                                       |   |                |           |                    |
| 324 FG  | 0915              | Dive Bomb       | Drusenheim               | 0955                                    | 2:15                   | 800  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 23-500 GP<br>6-100 GP                 |               |                  |               |                                       |   |                |           |                    |
|         | 1040              | " "             | Q-809954                 | 1110                                    | 1:50                   | 1000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 21- Rockets<br>24-500 GP<br>10-100 GP | 6.<br>6.5     | Total            | Int-Int-Int   | 18                                    |   |                |           |                    |
|         | 1055              | " "             | Oberhausen               | 1150                                    | 2:00                   | 1000   | P-47            | 12                                  | 12                | 10                   |                           |                   | 1                  | 1     | 20-500 GP<br>1-100 GP                 | 5.            | 50 Gal           | None-Int      |                                       |   |                |           |                    |
|         | 1110              | " "             | Rail Traffic             | 1130                                    | 1:40                   | 1000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP<br>6-100 GP                 | 6.3           |                  | None-Int      |                                       |   |                |           |                    |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOS                                 |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 324     | 1335              | Dive Bomb       | Rail Traffic             | 1425                                    | 2:30                   | 500  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP<br>8-100 WP               | 4.4           |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1405              | " "             | " "                      | 1450                                    | 1:30                   | 2000   | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       | 5-500 GP<br>1-100 WP                | 1.3           |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1405              | " "             | Q-5863                   | 1500                                    | 2:00                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP<br>1-100 WP               | 4.            |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1445              | " "             | R-127813                 | 1520                                    | 1:30                   | 500  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 20-500 GP<br>2-100 WP               | 5.1           |                     | Nil           |                                       |   |                |           |                    |
|         | 1540              | " "             | RR Bridge                | 1630                                    | 2:20                   | 3500   | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14-500 GP<br>3-100 WP               | 3.7           |                     | Nil           |                                       |   |                |           |                    |
|         | 1545              | " "             | Rail Traffic             | 1630                                    | 2:15                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 24-Rockets<br>12-500 GP<br>1-100 WP | 3.            |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1700              | " "             | Dump 9798560             | 1810                                    | 1:45                   | 500  | P-47            | 7                                   | 7                 | 6                    |                           |                   |                    | 1     | 10-500 GP<br>4-100 WP               | 2.7           |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1705              | " "             | Rail Traffic             | 1730                                    | 1:05                   | 1000   | P-47            | 6                                   | 6                 | 6                    |                           |                   |                    |       | 12-500 GP<br>4-100 WP               | 3.2           |                     | None-Lt       |                                       |   |                |           |                    |
|         | 1900              | Escort          | M/Y LEBACH               |   | 1:45                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                                     |               |                     | Nil           |                                       |   |                |           |                    |
|         | 350<br>FG         | 0855            | Arm Recon                | M/Y Frieslandtadt                       | 1010                   | 2:55   |                 | P-47                                | 11                | 11                   | 11                        |                   |                    |       |                                     | 33-500 GP     | 8.2                 | Total         | None-Lt                               |   |                |           |                    |
| 0920    |                   | " "             | M/Y W-2452               | 0950                                    | 1:55                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP                           | 6.            | 2115                | Int-Lt        |                                       |   |                |           |                    |
| 1255    |                   | " "             | M/Y Nettwell             | 1345                                    | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 35-500 GP                           | 8.7           | 50 Gal              | None-Lt       |                                       |   |                |           |                    |
| 1240    |                   | " "             | Karlruhe                 | 1300                                    | 1:30                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 35-500 GP                           | 8.7           |                     | Nil           |                                       |   |                |           |                    |
|         | 1405              | " "             | M/Y Göttingen            | 1705                                    | 2:20                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 47-500 GP                           | 11.7          |                     | Mod-Lt        |                                       |   |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

| TACKLING POWER            |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                    |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         | REMARKS           |                  |                   |  |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                       | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           |                    |       | 16-500 GP             |               |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Railcut-1, Loss 2-0-5, RR Cars 3-0-7, Bldg 5-0-0           |
|                           |                    |       | 8-100 HP              | 4.4           |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | RR Cars 3-0-0, Bldg 1-0-0                                  |
|                           |                    |       | 5-500 GP              |               |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | MT 12-0-20, Loss 0-0-2, RR Cars 1-0-4                      |
|                           |                    |       | 1-100 HP              | 1.3           |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                    |       | 16-500 GP             |               |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                    |       | 1-100 HP              | 4.            |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                    |       | 20-500 GP             |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 2-100 HP              | 5.1           |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 14-500 GP             |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 3-100 HP              |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 24-Rockets            | 3.7           |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Railcut-2  |
|                           |                    |       | 12-500 GP             |               |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Railcut-2  |
|                           |                    |       | 1-100 HP              | 3.            |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 10-500 GP             |               |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Loss 0-0-1, RR Cars 6-0-5                                  |
|                           |                    |       | 4-100 HP              | 2.7           |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              | Unsuccessful.  |
|                           |                    |       | 12-500 GP             |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/Y-1, Loss 2-0-1, Railcut                                 |
|                           |                    |       | 4-100 HP              | 3.2           |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/Y-1, Loss 0-0-1, Railcut-1, RR Cars 15-0-20, Bldg 1-0-2. |
|                           |                    |       | 33-500 GP             | 8.2           | Total               | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/Y-2, Railcut-1, Loss 1-0-2, Bldg 3-0-9, RR Cars 12-0-78  |
|                           |                    |       | 24-500 GP             | 6.            | Nil                 | Int-Lt        |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |
|                           |                    |       | 35-500 GP             | 8.7           | 30 Cal              | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 35-500 GP             | 8.7           |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Unk.              |  |
|                           |                    |       | 47-500 GP             | 11.7          |                     | None-Lt       |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              |  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                  |                 | OBJECTIVE                |  |                        |   | OPER. FACTORS |                                     |                   |                      | ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |       |               |                                      |  | ENEMY LOSSES   |           |                    |         |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|---------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|-------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT      |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL   | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    |       |               |                                      |  |                |           |                    |         |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8             | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17               | 18    | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      |
| 358     | 0925             | Dive Bomb       | Stuttgart                | 1010                                   | 2:45                   |   | P-47          | 12                                  | 12                | 10                   |                           |                   |                    |       | 30-500 GP             | 7.5              |       |               |                                      |  |                |           |                    |         |
|         | 1345             | " "             | M/Y Muhlacker            | 1530                                   | 2:30                   |   | P-47          | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.               |       |               |                                      |  |                |           |                    |         |
|         | 1540             | Close Coop.     | Factory Q362658          | 1607                                   | 1:30                   |   | P-47          | 16                                  | 16                | 16                   |                           |                   |                    |       | 32-1000 GP            | 16.              |       |               |                                      |  |                |           |                    |         |
| 371     | 0910             | Dive Bomb       | R-303153                 | 0950                                   | 1:45                   |   | P-47          | 11                                  | 11                | 11                   |                           |                   |                    |       | 33-500 GP             | 8.2              |       |               |                                      |  |                |           |                    |         |
|         | 1325             | " "             | R-158183                 | 1430                                   | 2:05                   |   | P-47          | 15                                  | 15                | 14                   |                           |                   |                    |       | 33-500 GP             | 8.2              |       |               |                                      |  |                |           |                    |         |
|         | 1630             | " "             | M/Y Q507867              | 1650                                   | 1:25                   |   | P-47          | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 6.               |       |               |                                      |  |                |           |                    |         |
|         | 0845             | Arm Recon       | Dump W-055769            | 0930                                   | 1:40                   |   | P-47          | 11                                  | 11                | 11                   |                           |                   |                    |       | 32-500 GP             | 8.               |       |               |                                      |  |                |           |                    |         |
|         | 1045             | " "             | Real Zone H-9515         | 1120                                   | 1:25                   |   | P-47          | 16                                  | 16                | 15                   |                           |                   |                    |       | 43-500 GP             | 10.7             |       |               |                                      |  |                |           |                    |         |
|         | 1155             | " "             | " " Q-4293               | 1220                                   | 1:45                   |   | P-47          | 12                                  | 12                | 11                   |                           |                   |                    |       | 25-500 GP             | 6.2              |       |               |                                      |  |                |           |                    |         |
|         | 1455             | " "             | M/Y Q-3984               | 1520                                   | 1:30                   |   | P-47          | 12                                  | 12                | 12                   |                           |                   |                    |       | 23-500 GP             | 5.7              |       |               |                                      |  |                |           |                    |         |
|         | 1645             | " "             | Dump Q787992             | 1725                                   | 1:25                   |   | P-47          | 11                                  | 11                | 11                   |                           |                   |                    |       | 30-500 GP             | 7.5              |       |               |                                      |  |                |           |                    |         |
|         | 1720             | " "             | Depot L-3291             | 1740                                   | 1:15                   |   | P-47          | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 6.               |       |               |                                      |  |                |           |                    |         |
|         | 1345             | " "             | R-158180                 | 1445                                   | 1:25                   |   | P-47          | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.               |       |               |                                      |  |                |           |                    |         |
| 320     | 1140             | Precision       | LARACH                   |  | 3:25                   |   | B-26          | 3                                   | 3                 |                      |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 1205             | " "             | " "                      |  | 3:15                   |   | B-26          | 18                                  | 18                |                      |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 1145             | " "             | " "                      |  | 3:20                   |   | B-26          | 27                                  | 27                |                      |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
| 111     | 0725             | Tac Recon       | Frankfurt                | 0745                                   | 2:15                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 0730             | " "             | Karlsruhe                |  | 2:45                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 0745             | " "             | Frankfurt                | 0805                                   | 2:05                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 0750             | " "             | Karlsruhe                | 0805                                   | 1:15                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 0815             | " "             | Karlsruhe                | 0845                                   | 1:45                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |
|         | 0920             | " "             | Strasbourg               | 0940                                   | 1:50                   |   | F-6           | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |                  |       |               |                                      |  |                |           |                    |         |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. DATE

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT \_\_\_\_\_

| ATTACKING POWER           |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                    |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | REMARKS |         |                   |                  |                   |      |                             |   |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|---------|---------|-------------------|------------------|-------------------|------|-----------------------------|---|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                       | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |         |         |                   |                  |                   |      |                             |   |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |      |                             |   |
| 2                         | 13                 | 14    | 15                    | 16            | 17                  | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32      | 33      | 34                | 35               | 36                | 37   | 38                          |   |
|                           |                    | 2     | 30-500 GP             | 7.5           |                     | Med-In-ly     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   | Unk. | Loss 1-0-0, RR Cars 0-0-30. |   |
|                           |                    |       | 36-500 GP             | 9.            |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Unk.                        | Bldg 0-0-1, RR Cars 4-0-0                   |
|                           |                    |       | 32-1000 GP            | 16.           | 15850/50            | Med-Lt        |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | All bombs on target.                        |
|                           |                    |       | 33-500 GP             | 8.2           | 10720/50            | Int-Ao-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | Railcuts-3, A/V 1-0-1, MT 5-0-0, HDV 0-0-2. |
| 1                         |                    |       | 33-500 GP             | 8.2           | 1000/50             | Med-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Fair                        | HDV 13-0-0.                                 |
|                           |                    |       | 24-500 GP             | 6.            | 1360/50             | Int-Ao-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | RR Cars 3-0-20, Gun Pos 1-0-0.              |
|                           |                    |       | 32-500 GP             | 8.            | 1300/50             | Med-Lt        |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | Bldgs 8-0-0, Railcut-1, M/Y-1               |
|                           |                    |       | 43-500 GP             | 10.7          |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | MT 2-0-0, Dump 1-0-0, Bldg 1-0-0.           |
|                           |                    | 1     | 25-500 GP             | 6.2           | 11000/50            |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | Bldg 4-0-0, RoadBlock-6                     |
|                           |                    | 1     | 23-500 GP             | 5.7           | 9460/50             |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Fair                        | RR Cars 0-0-15, RoadBlock-2, M/Y-1.         |
|                           |                    |       | 30-500 GP             | 7.5           | 9125/50             | Int-Ao-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | RR Cars 9-0-0, Bldg 3-0-0, M/Y-3.           |
|                           |                    |       | 24-500 GP             | 6.            |                     |               |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | Dumps-2, Bldgs 17-0-0.                      |
|                           |                    |       | 36-500 GP             | 9.            | 16041/50            | Int-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      | Good                        | Bldg 1-0-0, Railcuts-3, RoadBlock-1         |
|                           |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             | Dump 1-0-0.                                 |
|                           |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             | All bombs returned.                         |
|                           |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             | All bombs returned.                         |
|                           |                    |       |                       |               |                     | Int-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             | All bombs returned.                         |
|                           |                    |       |                       |               |                     | Med-In-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             |   |
|                           |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             |   |
|                           |                    |       |                       |               |                     | Med-Ao-Lt     |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             |   |
|                           |                    |       |                       |               |                     | Nil           |                                       |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |         |         |                   |                  |                   |      |                             |   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

 FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION           |  |  |  |  |  |  |  |  |  |  | OBJECTIVE       |  |  |  |  |  |  |  |  |  |  | OPER. FACTORS            |  |  |  |  |  |  |  |  |  |  | ATTACKING POWER                         |  |  |  |  |  |  |  |  |  |  | ENEMY RESISTANCE       |  |  |  |  |  |  |  |  |  |  | ENEMY LOSSES                                 |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  |                                     |  |  |  |  |  |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |  |                                      |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |  |  |  |  |  |  |                       |  |  |  |  |  |  |  |  |  |  |                    |  |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |  |                                      |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |                    |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |
|-------------------|--|--|--|--|--|--|--|--|--|--|-----------------|--|--|--|--|--|--|--|--|--|--|--------------------------|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------|--|--|--|--|--|--|--|--|--|--|-------------------------------------|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|--|--------------------------------------|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|----------------|--|--|--|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|--|--|--|--------------------|--|--|--|--|--|--|--|--|--|--|---------------------|--|--|--|--|--|--|--|--|--|--|---------------|--|--|--|--|--|--|--|--|--|--|--------------------------------------|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|----------------|--|--|--|--|--|--|--|--|--|--|-----------|--|--|--|--|--|--|--|--|--|--|--------------------|--|--|--|--|--|--|--|--|--|--|---------|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|--|--|--|--|--|--|--|--|--|--|
| TIME OF TAKE OFF. |  |  |  |  |  |  |  |  |  |  | TYPE OF MISSION |  |  |  |  |  |  |  |  |  |  | DESCRIPTION OF OBJECTIVE |  |  |  |  |  |  |  |  |  |  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. |  |  |  |  |  |  |  |  |  |  | AVERAGE TIME OF FLIGHT |  |  |  |  |  |  |  |  |  |  | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. |  |  |  |  |  |  |  |  |  |  | AIRCRAFT    |  |  |  |  |  |  |  |  |  |  | REASONS A/C NOT ATTACKING           |  |  |  |  |  |  |  |  |  |  | BOMBS ON TARGET   |  |  |  |  |  |  |  |  |  |  | AMMO.                |  |  |  |  |  |  |  |  |  |  | ANTI-AIRCRAFT |  |  |  |  |  |  |  |  |  |  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |  |  |  |  |  |  |  |  |  |  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |  |  |  |  |  |  |  |  |  |  | LOSSES BY TYPE |  |  |  |  |  |  |  |  |  |  | DESTROYED             |  |  |  |  |  |  |  |  |  |  | PROBABLY DESTROYED |  |  |  |  |  |  |  |  |  |  | DAMAGED             |  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |  |                                      |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |                    |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |
| GROUP             |  |  |  |  |  |  |  |  |  |  | TYPE OF MISSION |  |  |  |  |  |  |  |  |  |  | DESCRIPTION OF OBJECTIVE |  |  |  |  |  |  |  |  |  |  | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. |  |  |  |  |  |  |  |  |  |  | AVERAGE TIME OF FLIGHT |  |  |  |  |  |  |  |  |  |  | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. |  |  |  |  |  |  |  |  |  |  | TYPE, MODEL |  |  |  |  |  |  |  |  |  |  | NUMBER AIRBORNE AT START OF MISSION |  |  |  |  |  |  |  |  |  |  | NUMBER OF SORTIES |  |  |  |  |  |  |  |  |  |  | NO. OF A/C ATTACKING |  |  |  |  |  |  |  |  |  |  | WEATHER       |  |  |  |  |  |  |  |  |  |  | PERSONNEL FAILURE                    |  |  |  |  |  |  |  |  |  |  | MECHANICAL FAILURE                        |  |  |  |  |  |  |  |  |  |  | OTHER          |  |  |  |  |  |  |  |  |  |  | NUMBER, TYPE & WEIGHT |  |  |  |  |  |  |  |  |  |  | TOTAL TONNAGE      |  |  |  |  |  |  |  |  |  |  | AMMUNITION EXPENDED |  |  |  |  |  |  |  |  |  |  | ANTI-AIRCRAFT |  |  |  |  |  |  |  |  |  |  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED |  |  |  |  |  |  |  |  |  |  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |  |  |  |  |  |  |  |  |  |  | LOSSES BY TYPE |  |  |  |  |  |  |  |  |  |  | DESTROYED |  |  |  |  |  |  |  |  |  |  | PROBABLY DESTROYED |  |  |  |  |  |  |  |  |  |  | DAMAGED |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |
| 1                 |  |  |  |  |  |  |  |  |  |  | 2               |  |  |  |  |  |  |  |  |  |  | 3                        |  |  |  |  |  |  |  |  |  |  | 4                                       |  |  |  |  |  |  |  |  |  |  | 5                      |  |  |  |  |  |  |  |  |  |  | 6  |  |  |  |  |  |  |  |  |  |  | 7           |  |  |  |  |  |  |  |  |  |  | 8                                   |  |  |  |  |  |  |  |  |  |  | 9                 |  |  |  |  |  |  |  |  |  |  | 10                   |  |  |  |  |  |  |  |  |  |  | 11            |  |  |  |  |  |  |  |  |  |  | 12                                   |  |  |  |  |  |  |  |  |  |  | 13  |  |  |  |  |  |  |  |  |  |  | 14             |  |  |  |  |  |  |  |  |  |  | 15                    |  |  |  |  |  |  |  |  |  |  | 16                 |  |  |  |  |  |  |  |  |  |  | 17                  |  |  |  |  |  |  |  |  |  |  | 18            |  |  |  |  |  |  |  |  |  |  | 19                                   |  |  |  |  |  |  |  |  |  |  | 20  |  |  |  |  |  |  |  |  |  |  | 21             |  |  |  |  |  |  |  |  |  |  | 22        |  |  |  |  |  |  |  |  |  |  | 23                 |  |  |  |  |  |  |  |  |  |  | 24      |  |  |  |  |  |  |  |  |  |  | 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |
| 111               |  |  |  |  |  |  |  |  |  |  | 1100            |  |  |  |  |  |  |  |  |  |  | Tac Recon                |  |  |  |  |  |  |  |  |  |  | Wahlbrunn                               |  |  |  |  |  |  |  |  |  |  | 1115                   |  |  |  |  |  |  |  |  |  |  | 1:35   |  |  |  |  |  |  |  |  |  |  |             |  |  |  |  |  |  |  |  |  |  | F-6                                 |  |  |  |  |  |  |  |  |  |  | 2                 |  |  |  |  |  |  |  |  |  |  | 2                    |  |  |  |  |  |  |  |  |  |  | 2             |  |  |  |  |  |  |  |  |  |  |                                      |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |  |  |  |  |  |  |                       |  |  |  |  |  |  |  |  |  |  |                    |  |  |  |  |  |  |  |  |  |  |                     |  |  |  |  |  |  |  |  |  |  |               |  |  |  |  |  |  |  |  |  |  |                                      |  |  |  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |                |  |  |  |  |  |  |  |  |  |  |           |  |  |  |  |  |  |  |  |  |  |                    |  |  |  |  |  |  |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |  |  |  |  |  |  |  |  |  |  |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 100 DATE 11-2-55

| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |           |                       |               | ENEMY RESISTANCE |               |                                       |   |                     |                |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|---------------------|----------------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |           | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LO            |                |
|          |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER     | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | AMMUNITION EXPENDED | LOSSES BY TYPE |
| 1        | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15        | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22                  | 23             |
| 58<br>70 | 1455              | Escort          |                          |   | 2:05                   |  | F-47            | 10                                  | 10                | 9                    |                           |                   |                    | 1         |                       |               |                  |               |                                       |   |                     |                |
|          | 1405              |                 |                          |   | 2:00                   |  | F-47            | 16                                  | 16                | 15                   |                           |                   |                    | 1         |                       |               |                  |               |                                       |   |                     |                |
|          | 0750              | Dive Bomb       | M/Y Brussels             |   | 2:15                   |  | F-47            | 15                                  | 15                | 15                   |                           |                   |                    |           | 16-500 GP             | 4.0           |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-460 LB              | 5.4           | Total            |               |                                       |   |                     |                |
|          | 0800              | " "             | M/Y Hochapayer           |   | 2:15                   |  | F-47            | 14                                  | 14                | 14                   |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          | 0815              | " "             | Rail Traffic             |   | 2:00                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |           | 8-460 LB              | 5.8           | 68272            |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 16-460 LB             | 7.7           | Total            |               |                                       |   |                     |                |
|          | 1110              | " "             | Dump R-317475            |   | 1:55                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-460 LB              | 5.8           |                  |               |                                       |   |                     |                |
|          | 1050              | " "             | M/Y Mounts               |   | 1:30                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-460 LB              | 4.9           |                  |               |                                       |   |                     |                |
|          | 1140              | " "             | M/Y R-037543             |   | 1:55                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |           | 16-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-460 LB              | 5.8           |                  |               |                                       |   |                     |                |
| 1650     | " "               | R-610610        |                          | 1:55                                    |                        | F-47   | 15              | 15                                  | 15                |                      |                           |                   |                    | 16-500 GP |                       |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    | 10-460 LB | 6.3                   |               |                  |               |                                       |   |                     |                |
| 1520     | " "               | Rail Traffic    |                          | 2:15                                    |                        | F-47   | 20              | 20                                  | 20                |                      |                           |                   |                    | 16-500 GP | 4.0                   |               |                  |               |                                       |   |                     |                |
| 524      | 1720              | Fighter Day     |                          |   | 1:55                   |  | F-47            | 7                                   | 7                 | 7                    |                           |                   |                    |           |                       |               |                  |               |                                       |   |                     |                |
|          | 0730              | Dive Bomb       | Rail Traffic             | 0800                                    | 2:00                   | 1500   | F-47            | 16                                  | 16                | 15                   |                           |                   |                    | 1         | 20-500 GP             |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-100 GP              |               |                  |               |                                       |   |                     |                |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 16-460 LB             | 5.7           |                  |               |                                       |   |                     |                |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |  |            | ENEMY RESISTANCE |                                      |  |                | ENEMY     |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|--|------------|------------------|--------------------------------------|--|----------------|-----------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |  | AMMO.      | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT                          |            |                  |                                      |  |                |           | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16   | 17         | 18               | 19                                   | 20                                       | 21             | 22        | 23            |
| 324     | 0745             | Dive Bomb       | Rail Traffic             | 0825                                   | 2:00                   |   | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 16-500 GP<br>11-100 HP<br>8-1100alMap          | 7.5        | Total<br>74430   | Mod-Lt                               |  |                |           |               |
|         | 0805             | " "             | " "                      | 0840                                   | 1:55                   | 2000  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 18-500 GP<br>1-100 HP<br>6-1100alMap           | 6.7        | 500al Int-Lt     |                                      |  |                |           |               |
|         | 1025             | " "             | " "                      | 1110                                   | 2:00                   | 1000  | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 16-500 GP<br>7-100 HP<br>8-1100alMap           | 7.3        | Mod-Lt           |                                      |  |                |           |               |
|         | 1050             | " "             | A/T G-6880               | 1115                                   | 2:10                   | 1000  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 20-500 GP<br>9-100 HP<br>4-1100alMap           | 6.9        | Mod-Lt           |                                      |  |                |           |               |
|         | 1110             | " "             | Dump G581745             | 1220                                   | 2:10                   | 1000  | F-47            | 13                                  | 13                | 13                        |         |                   |                    |                 | 20-500 GP<br>2-100 HP<br>2-1100alMap           | 6.8        | Mod-Lt           |                                      |  |                |           |               |
|         | 1330             | " "             | Depot R429324            | 1430                                   | 2:00                   | 3000  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 32-500 GP<br>7-100 HP<br>5-1100alMap           | 8.4        | Mod-Lt           |                                      |  |                |           |               |
|         | 1355             | " "             | A/T G904735              | 1430                                   | 2:10                   | 3000  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 20-500 GP<br>7-100 HP<br>32-500 GP<br>9-100 HP | 6.3<br>8.1 | Mod-Lt           |                                      |  |                |           |               |
|         | 1430             | " "             | Rail Traffic             | 1540                                   | 2:25                   | 500   | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |  |            |                  |                                      |  |                |           |               |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER    |       |                       |                                       | ENEMY RESISTANCE    |                  | RESULTS OF MISSION                   |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   | REMARKS |        |         |                   |                  |  |
|--------------------|-------|-----------------------|---------------------------------------|---------------------|------------------|--------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|-------------------|---------|--------|---------|-------------------|------------------|--|
| PERSONNEL A/C      |       | BOMBS ON TARGET       |                                       | AMMO.               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  | DEGREE OF SUCCESS |         |        |         |                   |                  |  |
| MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE                         | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED |                   |         | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |  |
| 3                  | 14    | 15                    | 16                                    | 17                  | 18               | 19                                   | 20  | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32                | 33      | 34     | 35      | 36                | 37               | 38   |
|                    |       |                       | 16-500 GP<br>11-100 WP<br>8-1100alleg | 7.5                 | Total<br>74430   | Model-1                              |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 3                 |         |        |         |                   | Good             | Loss 0-0-8, RR Cars 0-0-41,<br>Bldgs 3-0-1.                              |
|                    |       |                       | 16-500 GP<br>1-100 WP<br>6-1100alleg  | 6.7                 | 500al            | Int-1                                |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |        |         |                   | Good             | Ballcarts-1, RR Cars 2-0-24,<br>Loss 1-0-3, Bldgs 10-0-1, MT 1-<br>0-11. |
|                    |       |                       | 16-500 GP,<br>7-100 WP<br>8-1100alleg | 7.3                 |                  | Int-1                                |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 3                 |         |        |         |                   | Good             | Ballcarts-3, Loss 1-0-3, RR Cars<br>1-0-22, MT 0-0-9, Bldg 3-0-2.        |
|                    |       |                       | 20-500 GP<br>9-100 WP<br>4-1100alleg  | 6.9                 |                  | Model-1                              |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 1                 |         |        |         |                   | Good             | RR Cars 8-0-16, Bldg 4-0-0.  |
|                    |       |                       | 20-500 GP<br>2-100 WP<br>2-1100alleg  | 6.8                 |                  | Int-1                                |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |        |         |                   | Good             | Ballcarts-2, Bldgs 9-0-0, Dump<br>0-0-1.                                 |
|                    |       |                       | 32-500 GP<br>7-100 WP<br>3-1100alleg  | 8.4                 |                  | Int-1                                |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |        |         |                   | Fair             | Bldgs 3-0-3.   |
|                    |       |                       | 20-500 GP<br>7-100 WP                 | 6.3                 |                  | All                                  |   |                |           |                    |                 |                   |      |                  |                |           |         |                  |                   |         |        |         |                   | Unobs.           | RR Cars 11-0-0.  |
|                    |       |                       | 32-500 GP<br>3-100 WP                 | 8.1                 |                  | Int-1                                |   |                |           |                    |                 |                   |      |                  |                |           |         |                  | 1                 |         |        |         |                   | Good             | Loss 1-0-0, RR Cars 10-0-22,<br>Ballcarts-1                              |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               | ENEMY RESISTANCE    |               |                                       |   | ENEMY LOS      |           |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING. OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED |    |
|         |                   |                 |                          |   |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24 |
| 324     | 1435              | Fire Bomb       | Rail Bridge R-473690     | 1540                                    | 1:55                   | 2500  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       | 4-500 GP<br>2-100 LB                | 1.1           |                     |               |                                       |   |                |           |    |
|         | 1610              | " "             | Rail Traffic             | 1650                                    | 2:00                   | 1500  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 32-500 GP<br>9-100 LB<br>18-Rockets | 8.4           |                     |               |                                       |   |                |           |    |
|         | 1655              | " "             | Dump R-3050              | 1720                                    | 1:30                   | 1000  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP<br>7-100 LB               | 6.3           |                     |               |                                       |   |                |           |    |
| 350     | 0725              | " "             | Lander                   | 0810                                    | 1:55                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 34-500 GP                           | 8.5           | Total               |               |                                       |   |                |           |    |
| 70      | 1415              | " "             | A/T Mountaint            | 1500                                    | 2:05                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 12-500 GP<br>22-460 LB              | 8.            | 67130               |               |                                       |   |                |           |    |
|         | 1410              | " "             | Dorrenbush               | 1455                                    | 2:20                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 34-500 GP<br>4-460 LB<br>24-500 GP  | 9.4           | 5061                |               |                                       |   |                |           |    |
|         | 1705              | " "             | Rail Traffic             | 1730                                    | 2:35                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 33-500 GP                           | 8.2           |                     |               |                                       |   |                |           |    |
|         | 0745              | Arm Recon.      | " "                      | 0815                                    | 2:10                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                                     |               |                     |               |                                       |   |                |           |    |
|         | 0800              | " "             | " "                      | 0835                                    | 2:20                   |   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 22-460 LB<br>11-500 GP              | 7.8           |                     |               |                                       |   |                |           |    |
|         | 1130              | " "             | Bridge L-8032            | 1150                                    | 2:20                   |   | P-47            | 11                                  | 11                | 10                   |                           |                   |                    | 1     | 30-500 GP                           | 7.5           |                     |               |                                       |   |                |           |    |
|         |                   |                 |                          |   |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                                     |               |                     |               |                                       |   |                |           |    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |  | ENEMY RESISTANCE |                     |                        | RESULTS OF MISSION                    |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |  |
|---------------------------|-------------------|--------------------|-------|--|------------------|---------------------|------------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET  | AMMO.            |                     |                        |                                       | ENEMY LOSSES                              |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                                    | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT          | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16   | 17               | 18                  | 19                     | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           |                   |                    |       | 4-500 GP<br>2-100 M<br>3-500 GP<br>9-100 M<br>10-Rockets | 1.1<br>8.4       |                     | Int-12-12<br>Int-12-12 |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bridge 0-0-1   |
|                           |                   |                    |       | 24-500 GP<br>7-100 M                                     | 6.3              |                     | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Dump 0-0-1, Bldg 1-0-0, RR Cars 5-3-0.   |
|                           |                   |                    |       | 34-500 GP  | 8.5              | Total               | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Railcars-1, Loss 3-0-1, RR Cars 3-0-46, MT 3-0-0.                                  |
|                           |                   |                    |       | 12-500 GP<br>22-460 IB                                   | 8.               | 67130               | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldg 2-0-0, M/Y-2, RR Cars 10-0-10.  |
|                           |                   |                    |       | 34-500 GP<br>4-460 IB<br>2-500 GP                        | 9.4<br>6.4       | 5000                | Int-12-12<br>Int-12-12 |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good<br>Fair      | Bldg 6-0-2, Railcars-1, Loss 1-0-8, RR Cars 1-0-0, Bldg 1-0-0.                     |
|                           |                   |                    |       | 33-500 GP  | 8.2              |                     | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 3      |         |                   |                  | Good              | Loss 4-0-4, RR Cars 19-0-105, M/Y-2, Railcars-1, MT 4-0-0, Gas Pcs 3-0-0.          |
|                           |                   |                    |       | 22-460 IB<br>11-500 GP                                   | 7.8              |                     | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   |                  | Good              | Loss 0-0-2, RR Cars 25-0-22, Bldg 4-0-0, M/Y-2.                                    |
|                           |                   |                    | 1     | 30-500 GP  | 7.5              |                     | Int-12-12              |                                       |   |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bridge 0-0-1, Railcars-2, Bldg 3-0-0, M/Y-1, RR Cars 2-0-20, Loss 0-0-3, MT 0-0-2. |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                  | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |           |                       |               | ENEMY RESISTANCE   |               | ENEMY LOSSES                         |   |                |           |                    |         |
|---------|-------------------|------------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-----------|-----------------------|---------------|--------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION  | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |           | BOMBS ON TARGET       |               | AMMO.              | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                   |                  |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER     | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                    |               |                                      |   |                |           |                    |         |
| 1       | 2                 | 3                | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15        | 16                    | 17            | 18                 | 19            | 20                                   | 21  | 22             | 23        | 24                 | 25      |
| 358     | 1030              | Arm Recon.       | Rail Traffic             | 1120                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 36-500 GP             | 9.            | Med-Lt             |               |                                      |   |                |           |                    |         |
|         | 1100              | " "              | Dump Q-98833             | 1130                                    | 2:20                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 36-500 GP             | 9.            | ML                 |               |                                      |   |                |           |                    |         |
|         | 1455              | " "              | Rail Traffic             | 1525                                    | 2:15                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |           | 16-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         | 1420              | " "              | Enemy Vehicles           | 1455                                    | 2:20                   |  | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |           | 16-500 IB             | 8.            | Int-Hy             |               |                                      |   |                |           |                    |         |
|         | 1055              | " "              | Dump R-303503            | 1420                                    | 2:00                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |           | 20-500 GP             | 6.5           | Med-Lt             |               |                                      |   |                |           |                    |         |
|         | 1700              | Interception     |                          |   | 1:25                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |           | 20-500 GP             | 6.            | Med-Lt             | 1             |                                      |   |                |           |                    |         |
| 371     | 0745              | Arm Recon        | M/Y Q-9373               | 0835                                    | 1:25                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 16-500 GP             |               | ML                 |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp.           | 6.2           | 14880/50Med-Int-Lt |               |                                      |   |                |           |                    |         |
|         | 0805              | " "              | Dump Q-707992            | 0832                                    | 1:25                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 16-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp            | 6.2           | 460/50 ML          |               |                                      |   |                |           |                    |         |
|         | 1030              | " "              | Dump Q-628836            | 1110                                    | 1:30                   |  | P-47            | 12                                  | 12                | 10                   |                           |                   |                    | 2         | 12-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp            | 5.2           | 1800/50Int-Hy-Lt   |               |                                      |   |                |           |                    |         |
|         | 1330              | " "              | M/Y Hamburg              | 1410                                    | 1:50                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |           | 16-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp            | 6.1           | 3200/50Med-Int-Lt  |               |                                      |   |                |           |                    |         |
|         | 1625              | " "              | Bus. R-234536            | 1655                                    | 1:15                   |  | P-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1         | 16-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp            | 5.6           | 3700/50Int-Hy-Lt   |               |                                      |   |                |           |                    |         |
| 1625    | " "               | Bridge R-307501  | 1650                     | 1:15                                    |                        | P-47   | 12              | 12                                  | 12                |                      |                           |                   |                    | 20-500 GP | 6.                    | 3564/50Med-Lt |                    |               |                                      |   |                |           |                    |         |
| 0745    | Support           | Dump Q-98833     | 0830                     | 2:05                                    |                        | P-47   | 12              | 12                                  | 11                |                      |                           |                   |                    | 1         | 14-500 GP             |               |                    |               |                                      |   |                |           |                    |         |
|         |                   |                  |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |           | 8-750allhp            | 5.7           | 8080/50Med-Lt      |               |                                      |   |                |           |                    |         |
| 1040    | "                 | BR Bridge 220273 | 1130                     | 1:25                                    |                        | P-47   | 12              | 12                                  | 12                |                      |                           |                   |                    |           | 36-500 GP             | 6.2           | 1480/50Med-Int-Lt  |               |                                      |   |                |           |                    |         |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH \_\_\_\_\_

DATE \_\_\_\_\_

INIT \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       |                       | BOMBS ON TARGET  | AMMO.               |                    |                                      | ENEMY LOSSES                              |                |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38   |
|                           |                   |                    |       | 36-500 GP             | 9.               |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         | 1                |         |         |                   |                  | Good              | Loss 2-0-3, RR Cars 3-0-76, Bldg 11-0-2, Railcuts-2, M/Y-1, Tunnel 0-0-1, MT 6-0-2, Gun Pos 0-0-1. |
|                           |                   |                    |       | 36-500 GP             | 9.               |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bldgs 5-0-9, M/Y-1, RR Cars 5-0-25.  |
|                           |                   |                    |       | 16-500 GP             |                  |                     | Int-Md             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Fair              | M/Y-3, RR Cars 5-0-0, Loss 1-0-0.  |
|                           |                   |                    |       | 16-500 IB             | 8.               |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | MT 14-0-15, Troops-30.   |
|                           |                   |                    |       | 24-500 GP             | 6.5              |                     | Med-Lt             |                                      | 1   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Fair              | Bldgs 2-0-2, Gun Pos. 0-0-7. Uneventful.   |
|                           |                   |                    |       | 24-500 GP             | 6.               |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 16-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 8-750allwp.           | 6.2              | 14880/50            | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Loss 1-0-1, RR Cars 0-0-30, M/Y-1.   |
|                           |                   |                    |       | 16-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 8-750allwp            | 6.2              | 460/50              | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bldg 6-0-0, Railcuts-3.  |
|                           |                   |                    |       | 12-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         | 2                 |      |                  |                |              | 2       |                  |         |         | 2                 |                  | Good              | Bldgs 8-0-0.   |
|                           |                   |                    |       | 8-750allwp            | 5.2              | 1800/50             | Int-Md             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 15-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 6-750allwp            | 6.1              | 3200/50             | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | M/Y-1, RR Cars 10-0-0.   |
|                           |                   |                    |       | 16-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 6-750allwp            | 5.6              | 3700/50             | Int-Md             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bldgs 4-0-0.   |
|                           |                   |                    |       | 24-500 GP             | 6.               | 3564/50             | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  | Good              | Bridge 1-0-0, RoadBlock-1.   |
|                           |                   |                    |       | 14-500 GP             |                  |                     | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |  |
|                           |                   |                    |       | 8-750allwp            | 5.7              | 3080/50             | Med-Lt             |                                      |   |                |           |                    |         | 1                 |      |                  |                | 1            |         |                  |         |         |                   |                  | Good              | MT 0-0-5, M/Y 2-0-1, Loss 0-0-1, RR Cars 0-0-10, Bldgs 2-0-4, RoadBlock 1-0-0, M/Y 0-0-6.          |
|                           |                   |                    |       | 25-500 GP             | 6.2              | 1480/50             | Med-Lt             |                                      |   |                |           |                    |         |                   |      |                  |                |              |         |                  | 1       |         |                   |                  | Fair              | Bridge 0-0-1, Railcut 1-0-0.   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |                     |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                                      |  |                |           |                    | AMMUNITION EXPENDED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17            | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24                  |
| 371     | 1345             | Support         | Altheim                  | 1410                                   | 1:55                   |   | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 18-500 G              |               |                  |                                      |  |                |           |                    |                     |
|         | 1635             | "               | Depot R-429324           | 1720                                   | 1:30                   |   | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 6-750 lb Nap          | 6.1           | 5040/50 M11      |                                      |  |                |           |                    |                     |
|         | 1105             | Dive Bomb       | Q 498833                 | 1125                                   | 1:40                   |   | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 22-500 G              | 5.5           | 1500/50 M11      |                                      |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 22-500 G              | 5.5           | 1360/50 M11      |                                      |  |                |           |                    |                     |
| 17      | 1320             | Escort          | Lebach                   | 1410                                   | 1:50                   |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1310             | Precision       | Q 575762                 | 1505                                   | 3:25                   |   | P-26            | 3                                   | 3                 | 3                         |         |                   |                    |                 | 38-260 Frag.          | 4.9           |                  |                                      |  |                |           |                    |                     |
|         | 1310             | "               | Q 588773                 | 1508                                   | 3:25                   |   | P-26            | 3                                   | 3                 | 3                         |         |                   |                    |                 | 42-260 Frag.          | 5.            |                  |                                      |  |                |           |                    |                     |
|         | 1310             | "               | Depot Q535790            |  | 3:25                   |   | P-26            | 42                                  | 42                |                           | 42      |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 320     | 1225             | "               | Dmg Q400899              |  | 2:50                   |   | P-26            | 18                                  | 18                | 18                        |         |                   |                    |                 | 141-500 G             | 35.2          |                  |                                      |  |                |           |                    |                     |
|         | 1210             | "               | Lebach                   | 1405                                   | 2:50                   |   | P-26            | 28                                  | 28                | 28                        |         |                   |                    | 2               | 208-500 G             | 52.5          |                  |                                      |  |                |           |                    |                     |
|         | 1210             | "               |                          | 1406                                   | 2:50                   |   | P-26            | 3                                   | 3                 | 3                         |         |                   |                    |                 | 360-20 Frag           | 3.6           |                  |                                      |  |                |           |                    |                     |
| 111     | 0720             | Tac Recon       | Bitch Area               | 0745                                   | 2:05                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 0720             | "               | Route "D" Area           | 0745                                   | 2:20                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 0725             | "               | Kirchens Area            | 0750                                   | 2:15                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 0730             | "               | Strasbourg Area          | 0750                                   | 2:00                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1030             | "               | Lebach Area              | 1100                                   | 2:15                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1120             | "               |                          | 1135                                   | 2:05                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1140             | Tac Recon       | Karlruhe Area            | 1415                                   | 2:10                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | X15              | "               | Bingen Area              | 1630                                   | 2:05                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1630             | "               | Saarland Area            | 1645                                   | 1:30                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1710             | "               | Offenburg Area           | 1730                                   | 1:00                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 1140             | Photo Recon     | Mannheim Area            | 1200                                   | 1:50                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
|         | 162              | 1315            | "                        | Worms Area                             | 1325                   | 2:15  |                 | F-6                                 | 2                 | 2                         | 2       |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 1330    |                  | "               | Bitch Area               | 1345                                   | 2:10                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 1410    |                  | "               | Villingen                | 1430                                   | 2:40                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 0725    |                  | Tac Recon       | Route #1                 | 0740                                   | 1:00                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 0735    |                  | "               | Area "C"                 | 0750                                   | 3:05                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |
| 0725    |                  | "               | Area "F"                 | 0755                                   | 2:30                   |   | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |               |                  |                                      |  |                |           |                    |                     |

SECRET



SECRET

 FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 |                          |   |                        |  |             |                                     |                   |                      | OBJECTIVE                 |                   |                    |       |                       | OPER. FACTORS |       |               | ATTACKING POWER                       |   |                |           |                    |         |                     |  |  |  | ENEMY RESISTANCE |  |  | ENEMY LOSSES |  |  |  |  |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|---------------------|--|--|--|------------------|--|--|--------------|--|--|--|--|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT    |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |       |               |                                       |   |                |           |                    |         | AMMUNITION EXPENDED |  |  |  |                  |  |  |              |  |  |  |  |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8           | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18    | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |                     |  |  |  |                  |  |  |              |  |  |  |  |
| 162     | 0730              | Tac Recon       | Area "A"                 | 0750                                    | 2:25                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | 1st-40-1      |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1100              | "               | Area "C"                 | 1115                                    | 2:00                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1025              | "               | Area "A"                 |   | 2:00                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           | 1                                     |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1130              | "               | Arty/R Area              | 1145                                    | 2:00                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           | 2                                     |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1125              | "               | Route #1                 | 1155                                    | 2:10                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1330              | "               | Area "A"                 | 1345                                    | 2:00                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1330              | "               | Area "C"                 | 1345                                    | 2:15                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1400              | "               | Landau Area              | 1415                                    | 2:25                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1345              | "               | M-1419 Area              | 1415                                    | 2:35                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1525              | "               | Area "F"                 | 1545                                    | 2:40                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1525              | "               | Route #1                 | 1545                                    | 2:15                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1635              | "               | Area "C"                 | 1650                                    | 2:35                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1630              | "               | Area "A"                 | 1645                                    | 1:30                   |  | F-6         | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1005              | Photo Recon     | M/Y Kesslingen Area      | 1015                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0935              | "               | M/Y Tuttlingsen Area     | 1030                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0940              | "               | Malshelm A/T Area        | 1015                                    | 2:15                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1445              | "               | M/Y Worms Area           | 1515                                    | 2:10                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0940              | "               | Block Coverage           | 1015                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0935              | "               | "                        | 1015                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0935              | "               | "                        | 1015                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1000              | "               | "                        | 1030                                    | 2:05                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 0950              | "               | "                        | 1025                                    | 1:40                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1030              | "               | "                        | 1045                                    | 1:30                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1120              | "               | Staufen Area             | 1200                                    | 1:05                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1530              | "               | Block Coverage           | 1600                                    | 1:50                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1445              | "               | M/Y Appenwieser Area     | 1510                                    | 2:05                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1445              | "               | Bridge W-6850            | 1520                                    | 2:10                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1545              | "               | M/Y Lantingen Area       | 1600                                    | 1:45                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |
|         | 1445              | "               | Aschaff Area             | 1515                                    | 1:35                   |  | F-5         | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |       | M11           |                                       |   |                |           |                    |         |                     |  |  |  |                  |  |  |              |  |  |  |  |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

| ATTACKING POWER       |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |   |                |                 |                    |         |                   |      | REMARKS          |                |    |           |         |                  |        |         |                   |                  |                   |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|----|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |   |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |    |           |         |                  |        |         |                   |                  |                   |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT |    | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21  | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30 | 31        | 32      | 33               | 34     | 35      | 36                | 37               | 38                |
|                       |                    |       |                       |               |                     | Int-As-nt     |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  | Photos Taken.     |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  | Photos Taken.     |
|                       |                    |       |                       |               |                     | Nil           | 1                                    |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           | 2                                    |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | 420/50        |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | 600/50        |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | 450/50        |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  | Photos Taken.     |
|                       |                    |       |                       |               |                     | Int-As-nt     |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Int-As-nt     |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Int-As-nt     |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Nil           |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |
|                       |                    |       |                       |               |                     | Int-As-nt     |                                      |   |                |                 |                    |         |                   |      |                  |                |    |           |         |                  |        |         |                   |                  |                   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. DATE

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               | ENEMY LOSS          |               |                                       |   |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 34      | 1450              | Photo Recon     | Block Coverage           | 1530                                    | 2100                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | M11           |                                       |   |                |           |                    |
|         | 1440              | "               | "                        | 1515                                    | 2115                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | M11           |                                       |   |                |           |                    |
|         | 1445              | "               | "                        | 1515                                    | 2135                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | Int-Lt        |                                       |   |                |           |                    |
|         | 1455              | "               | "                        | 1530                                    | 2100                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     | M11           |                                       |   |                |           |                    |
|         | 1800              | Intruder        | Kastatt Area             | 1845                                    |                        |  | Beam            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
| 425     | 1300              | "               | Wallerstein Area         | 2100                                    |                        |  | Beam            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|         | 2245              | "               |                          |   | 120                    |  | Beam            | 1                                   | 1                 |                      |                           |                   | 1                  |       |                       |               |                     |               |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | Total               |               |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 510-20              |               |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | M11, 275            |               |                                       |   |                |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 303                 |               |                                       |   |                |           |                    |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 101 DATE 10-10-46

| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |                        | ENEMY RESISTANCE |               |                                       |   |               |                                       |   |                |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|------------------------|------------------|---------------|---------------------------------------|---|---------------|---------------------------------------|---|----------------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |                        | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES  |                                       |   |                |
|          |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE          |                  |               |                                       |   | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE |
| 1        | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17                     | 18               | 19            | 20                                    | 21  | 22            | 23                                    | 24  | 25             |
| 50<br>FB | 1325              | Escort          | Rail Traffic             |   | 1:25                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       |                                     |                        |                  |               |                                       |   |               |                                       |   |                |
|          | 1325              | Leaflet         |                          |   | 1:25                   |  | P-47            | 4                                   | 4                 | 4                    |                           |                   |                    |       |                                     |                        |                  |               |                                       |   |               |                                       |   |                |
|          | 0735              | Dive Bomb       |                          |   | 2:25                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                                     | 16-500 lb<br>12-460 lb | 6.7              | Total         | 10-460 lb                             | 20  | 16            | 10-460 lb                             | 2   | 1              |
|          | 0750              | " "             | " "                      |   | 1:40                   |  | P-47            | 14                                  | 14                | 13                   |                           |                   | 1                  |       | 14-500 lb<br>8-460 lb               | 5.3                    | 44475            | 1st-1st       |                                       |   |               |                                       |   |                |
|          | 1105              | " "             | R/V Investigation        |   | 2:05                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 14-500 lb<br>14-460 lb              | 6.7                    | 30 Cal           | 1st-1st       |                                       |   |               |                                       |   |                |
|          | 1035              | " "             | Dump 4935762             |   | 1:30                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 16-500 lb<br>8-460 lb               | 5.8                    |                  | M1            |                                       |   |               |                                       |   |                |
|          | 1135              | " "             | R/V R-027671             |   | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 16-500 lb<br>2-460 lb<br>36-Rockets | 4.4                    |                  | 1st-1st       |                                       |   |               |                                       |   |                |
|          | 0850              | " "             | R/V 518105               |   | 2:10                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 16-500 lb<br>6-460 lb<br>25-Rockets | 5.4                    |                  | M1            |                                       |   |               |                                       |   |                |
|          | 1400              | " "             | Rail Traffic             |   | 2:20                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 14-500 lb<br>2-460 lb<br>8-250 lb   | 6.1                    |                  | 1st-1st       |                                       |   |               |                                       |   |                |
|          | 1540              | " "             | " "                      |   | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 18-500 lb<br>6-460 lb               | 5.9                    |                  | 1st-1st       |                                       |   |               |                                       |   |                |

SECRET



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 101 DATE 10-10-45AUTH Col. 1st TAC AF (P)DATE 2 March 1945

INIT. \_\_\_\_\_

| KING POWER          |                    |       |                                       |               | ENEMY RESISTANCE    |                  |    | RESULTS OF MISSION |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS           |    |         |                  |   |
|---------------------|--------------------|-------|---------------------------------------|---------------|---------------------|------------------|----|--------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|-------------------|----|---------|------------------|---|
| BOMBS A/C ATTACKING |                    |       | BOMBS ON TARGET                       |               | AMMO.               | ENEMY RESISTANCE |    |                    | ENEMY LOSSES  |                                      |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           | DEGREE OF SUCCESS |    |         |                  |   |
| PERSONNEL INJURED   | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                 | TOTAL TONNAGE | AMMUNITION EXPENDED |                  |    |                    | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                   |    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  |
| 3                   | 14                 | 15    | 16                                    | 17            | 18                  | 19               | 20 | 21                 | 22            | 23                                   | 24                                       | 25             | 26              | 27                 | 28      | 29                | 30   | 31               | 32             | 33        | 34                | 35 | 36      | 37               | 38  |
|                     |                    |       | 16-500 GR<br>12-460 LB                | 6.7           | Total               | 20               | 16 | 1-10-9             | 2             | 1                                    | 2  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | 8 ZG 84 Propaganda Bunkers.<br>RR Cars 6-0-36, Loco 0-0-2,<br>Railcarts-3, MT 0-0-1, AFV 10-0-15,<br>Bldgs 9-0-0. |
| 1                   |                    |       | 14-500 GR<br>8-460 LB                 | 5.3           | 44475               | Int-Int-Int      |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | V-Good           | Railcarts-5, RR Cars 200-0-200,<br>Bldg 2-0-0.  |
|                     |                    |       | 14-500 GR<br>14-460 LB                | 6.7           | 50 Cal              | 0-0-10-10        |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | V-Good           | RR Cars 150-0-75, M/Y-2, Bldg<br>2-0-0.   |
|                     |                    |       | 16-500 GR<br>8-460 LB                 | 5.8           |                     | Nil              |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | Bldgs 27-0-10.  |
|                     |                    |       | 16-500 GR<br>2-460 LB<br>36-Rockets   | 4.4           |                     | Int-Int-Int      |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | M/Y-1, RR Cars 15-0-5, Loco 0-0-1,<br>Dump 1-0-0, Bldg 13-0-0.  |
|                     |                    |       | 16-500 GR<br>6-460 LB<br>35-Rockets   | 5.4           |                     | Nil              |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | Loco 1-0-2, RR Cars 22-0-30,<br>Railcarts-2, Bldgs 17-0-2, MT<br>4-0-0.   |
|                     |                    |       | 14-500 GR<br>2-460 LB<br>8-75 Rockets | 6.1           |                     | Int-Int-Int      |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | RR Cars 35-0-20, Loco 1-0-0,<br>Bldgs 4-0-0, Troops-50.   |
|                     |                    |       | 18-500 GR<br>6-460 LB                 | 5.9           |                     | Int-Int-Int      |    |                    |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           |                   |    |         | Good             | RR Cars 19-0-30, Loco 1-0-0,<br>Railcarts-1, Bldgs 4-0-0.   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |  |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES |    |    |   |  |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|--|---------------|---------------------|---------------|---------------------------------------|--------------|----|----|---|--|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                                |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |              |    |    | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |  |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                          | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |              |    |    |   |  |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16   | 17            | 18                  | 19            | 20                                    | 21           | 22 | 23 | 24  |  |
| 324<br>PO | 1500              | Dive Bomb       | Dump H-012669            |   | 2:25                   |  | P-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 16-500 G<br>6-1130 Callap.<br>23-Rockets       | 6.2           |                     |               |                                       |              |    |    |   |  |
|           | 1715              | "               | Rail Traffic             |   | 1:45                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 14-500 G<br>8-460 LB                           | 5.3           |                     |               |                                       |              |    |    |   |  |
| 324<br>PO | 0725              | "               | Rail Traffic             | 0820                                    | 2:00                   | 1500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 18-500 G<br>5-200 WP<br>6-460 LB               | 6.1           | Total               |               |                                       |              |    |    |   |  |
|           | 0735              | "               | Monaltheia               | 0830                                    | 2:00                   | 1500   | P-47            | 8                                   | 8                 | 7                    |                           |                   |                    | 1     | 12-500 G<br>4-460 LB<br>4-100 WP               | 4.1           | 82210               |               |                                       |              |    |    |   |  |
|           | 0750              | "               | Rail Traffic             | 0830                                    | 2:10                   | 2000   | P-47            | 8                                   | 8                 | 7                    |                           |                   |                    | 1     | 10-500 G<br>4-460 LB<br>5-100 WP               | 3.6           | 50 Callap.          |               |                                       |              |    |    |   |  |
|           | 0755              | "               | Hts H-234536             | 0835                                    | 1:55                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-500 G<br>4-460 LB<br>1-100 WP               |               |                     |               |                                       |              |    |    |   |  |
|           | 0810              | "               | H-258695                 | 0930                                    | 1:50                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 21-Rockets<br>12-500 G<br>6-100 WP<br>4-460 LB | 3.9           |                     |               |                                       |              |    |    |   |  |
|           | 1030              | "               | H/X Lancia               | 1100                                    | 2:15                   | 1000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 16-500 G<br>6-100 WP<br>8-460 LB               | 6.1           |                     |               |                                       |              |    |    |   |  |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |  |               |                     |               |                                       |              |    |    |   |  |

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| G POWER            |   | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |   |    |    |
|--------------------|---|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|---|----|----|
| AS A/C<br>PACKING  | BOMBS ON<br>TARGET                              | AMMO.               |               | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |   |    |    |
| MECHANICAL FAILURE | NUMBER, TYPE & WEIGHT                           | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |    |    |
| 14                 | 15  | 16                  | 17            | 18                                   | 19                                       | 20             | 21        | 22                 | 23      | 24                | 25   | 26               | 27             | 28        | 29      | 30               | 31     | 32      | 33                | 34               | 35                | 36  | 37 | 38 |
| 1                  | 16-500 GP<br>6-1100 Calib<br>23-Rockets         | 6.2                 | None-10-1     |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Bldgs 3-0-0, HT 10-0-0, Tanks 2-0-0, RR Cars 14-0-0.      |    |    |
|                    | 14-500 GP<br>8-460 LB                           | 5.3                 | Nil           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | Railcut-1, RR Cars 4-0-6, Loss 0-0-1, Bldgs 0-0-1.        |    |    |
|                    | 18-500 GP<br>5-100 WP<br>6-460 LB               | 6.1                 | Total 10-1    |                                      |  |                |           |                    |         | 1                 | 1    |                  |                |           |         |                  |        | 1       |                   |                  | Good              | M/Y-1, Loss 0-0-7, RR Cars 1-0-31.                        |    |    |
| 1                  | 12-500 GP<br>4-460 LB<br>4-100 WP               | 4.1                 | 82-10 10-1    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | Bldgs 8-0-0.  |    |    |
| 1                  | 10-500 GP<br>4-460 LB<br>5-100 WP               | 3.6                 | 50 Calib-1    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  | Good              | Railcut-1, Loss 0-0-1, RR Cars 22-0-31.                   |    |    |
|                    | 12-500 GP<br>4-460 LB<br>1-100 WP<br>21-Rockets | 3.9                 | None-10-1     |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  | 3      |         |                   |                  | Good              | Bldgs 12-0-10, Loss 1-0-1.                                |    |    |
|                    | 12-500 GP<br>6-100 WP<br>4-460 LB               | 4.2                 | Nil           |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair              | RR Cars 2-0-0, Railcut-1.                                 |    |    |
|                    | 16-500 GP<br>6-100 WP<br>8-460 LB               | 6.1                 | None-10-1     |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good              | M/Y-1, Loss 2-0-1, RR Cars 5-0-0, HT 20-0-40, Bldg 1-0-0. |    |    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM - 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBING TARGET                      |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25 |
| 324     | 1045              | Pive Bomb       | Q-557670                 | 1115                                    | 2:00                   | 1000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 14-500 GP<br>2-460 LB<br>16-1000 GP | 3.9           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1100              | " "             | Blackwell                | 1155                                    | 1:50                   | 2000   | F-47            | 6                                   | 6                 | 6                    |                           |                   |                    |       | 10-500 GP<br>6-100 GP<br>2-460 LB   | 3.2           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1120              | " "             | Rail Traffic             | 1200                                    | 1:55                   | 1000   | F-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 14-500 GP<br>4-100 GP               | 3.7           |                  | All           |                                       |   |                |           |                    |    |
|         | 1130              | " "             | Q-5664                   | 1215                                    | 1:30                   |  | F-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 10-500 GP<br>4-460 LB<br>4-100 GP   | 3.6           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1330              | " "             | Q-512645                 | 1355                                    | 1:00                   | 1000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-500 GP<br>4-460 LB<br>2-100 GP   | 4             |                  | All           |                                       |   |                |           |                    |    |
|         | 1340              | " "             | Q-505649                 | 1410                                    | 1:40                   | 1000   | F-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 16-500 GP<br>6-460 LB               | 5.3           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1345              | " "             | B-394307                 | 1515                                    | 1:50                   | 2000   | F-47            | 8                                   | 8                 | 7                    |                           |                   |                    | 1     | 10-500 GP<br>4-460 LB<br>4-100 GP   | 3.6           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1445              | " "             | Rail Traffic             | 1530                                    | 1:55                   | 1500   | F-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 10-500 GP<br>4-460 LB<br>3-100 GP   | 3.5           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1455              | " "             | " "                      | 1600                                    | 2:05                   | 2000   | F-47            | 6                                   | 6                 | 6                    |                           |                   |                    |       | 8-500 GP<br>4-460 LB<br>6-100 GP    | 3.2           |                  | Int-10-18     |                                       |   |                |           |                    |    |
|         | 1515              | " "             | Q-637208                 | 1600                                    | 2:00                   | 1000   | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-500 GP<br>4-460 LB<br>2-100 GP   | 4             |                  | Int-10-18     |                                       |   |                |           |                    |    |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    | REMARKS          |        |         |                   |                  |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|-----------------|-----------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|-------------------|----|------------------|--------|---------|-------------------|------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       |                       | BOMBS ON TARGET  | AMMO.               | ENEMY LOSSES       |                                      |  | LOSSES BY CAUSE |           |                    |         |                   | CREW MEMBERS |                  |                |           |         | DEGREE OF SUCCESS |    |                  |        |         |                   |                  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN |                   |    | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 2                         | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22              | 23        | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32                | 33 | 34               | 35     | 36      | 37                | 38               |
|                           |                   |                    |       | 14-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 2-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 16-1000 GP            | 3.9              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 16-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 6-100 GP              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 2-460 LB              | 3.2              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 16-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-100 GP              | 3.7              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 16-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-100 GP              | 3.6              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 12-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 2-100 GP              | 4                |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 16-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 6-460 LB              | 5.3              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 10-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-100 GP              | 3.6              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 10-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 3-100 GP              | 3.5              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-500 GP              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-100 GP              | 3.2              |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 12-500 GP             |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                    |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |
|                           |                   |                    |       | 2-100 GP              | 4                |                     | Int-10-18          |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                   |    |                  |        |         |                   |                  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                   |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                           |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------------------|---------------|---------------------|---------------|---------------------------------------|---|---------------------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                   |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE            | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT             | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                           |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                | 17            | 18                  | 19            | 20                                    | 21  | 22                        | 23        | 24                 |
| 324     | 1610              | Dive Bomb       | Rail Traffic             | 1700                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-500 GP<br>6-100 HP             |               |                     |               |                                       |   |                           |           |                    |
|         | 1610              | " "             | " "                      | 1710                                    | 2:00                   | 500  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 4-460 LB<br>18-500 GP<br>6-460 LB | 4.2           |                     | Heavy         |                                       |   |                           |           |                    |
|         | 1715              | " "             | Offenburg                |   | 1:10                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       | 5-500 GP                          | 1.2           |                     | Int-lt        |                                       |   |                           |           |                    |
|         | 1725              | " "             | A/T 05576                | 1805                                    | 1:00                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 12-500 GP<br>4-460 LB<br>2-100 HP |               |                     | Int-lt        |                                       |   |                           |           |                    |
| 358     | 0715              | Arm Recon       | Rail Traffic             | 0745                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP<br>5-460 LB             | 7.1           | Total               | Int-lt        |                                       |   |                           |           |                    |
|         | 1050              | " "             | " "                      | 1125                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 33-500 GP                         | 8.2           | 8-700               | Int-lt        |                                       |   |                           |           |                    |
|         | 0850              | " "             | Sachsenheim A/T          | 0920                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 28-500 GP<br>8-460 LB             | 8.8           | 50 Cal              | Int-lt        | 2                                     | 64  | ME 111<br>JU 88<br>ME 109 | 4         | 0                  |
|         | 0840              | " "             | Q-949527                 | 0930                                    | 2:00                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 28-500 GP<br>8-460 LB             | 8.8           |                     | Int-lt        | 15                                    | 6   | ME 109<br>ME 109          | 2         | 1                  |
|         | 1130              | " "             | Q-5766                   | 1230                                    | 2:25                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 32-500 GP                         | 8.            |                     | Int-lt        |                                       |   |                           |           |                    |
|         | 1040              | " "             | A/T Sachsenheim          | 1115                                    | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP                         | 9.            |                     | Int-lt        |                                       |   |                           |           |                    |
|         | 1530              | " "             | Rail Traffic             | 1615                                    | 2:30                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 28-500 GP<br>6-1100 GP            | 8.7           |                     | Heavy         |                                       |   |                           |           |                    |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                                   |               |                     |               |                                       |   |                           |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     |                                       |               |   | RESULTS OF MISSION |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  | REMARKS |         |                   |                  |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|---------------------------------------|---------------|---|--------------------|-----------------|--------------------|---------|--------------------|--------------|------------------|----------------|-----------|-------------------|----|---------|------------------|---------|---------|-------------------|------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       |                       | BOMBS ON TARGET  |                     | AMMO.                                 | ANTI-AIRCRAFT | ENEMY LOSSES                              |                    | LOSSES BY CAUSE |                    |         |                    | CREW MEMBERS |                  |                |           | DEGREE OF SUCCESS |    |         |                  |         |         |                   |                  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |               | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE     | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U. S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS |                   |    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                                    | 20            | 21  | 22                 | 23              | 24                 | 25      | 26                 | 27           | 28               | 29             | 30        | 31                | 32 | 33      | 34               | 35      | 36      | 37                | 38               |
|                           |                   |                    |       | 12-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 6-100 HP              |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              | 4.2              |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 18-500 GP             |                  |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 6-460 LB              | 5.9              |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 5-500 GP              | 1.2              |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 12-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 4-460 LB              |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 2-100 HP              | 4                |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 24-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 5-460 LB              | 7.1              | Total               | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 30-500 GP             | 8.2              | 87705               | Int-1                                 |               |   |                    |                 |                    |         | 1                  |              |                  |                | 1         |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 28-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 8-460 LB              | 8.8              | 50 Cal              | Int-1                                 | 2             | Int                                       | ME 111             | 4               | 0                  | 1       |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       |                       |                  |                     |                                       |               |   | JU 88              | 0               | 0                  | 1       |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       |                       |                  |                     |                                       |               |   | ME 109             | 0               | 0                  | 1       |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 28-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 8-460 LB              | 8.8              |                     | Int-1                                 | 15            | 6   | ME 109             | 3               | 1                  | 3       |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       |                       |                  |                     |                                       |               |   | Int                | ME 109          | 0                  | 0       | 2                  |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 32-500 GP             | 8.               |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 36-500 GP             | 9.               |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 28-500 GP             |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |
|                           |                   |                    |       | 6-1100-24             | 8.7              |                     | Int-1                                 |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   | 1  |         |                  |         |         |                   |                  |
|                           |                   |                    |       |                       |                  |                     |                                       |               |   |                    |                 |                    |         |                    |              |                  |                |           |                   |    |         |                  |         |         |                   |                  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                         |               | ENEMY RESISTANCE |               |                                       |   | ENEMY LOSSES   |           |                    |         |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET         |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT   | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |         |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                      | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 358     | 1655              | Arm Recon.      | M/T G-6674               | 1720                                    | 1:05                   |  | F-47            | 12                                  | 12                | 11                   |                           |                   |                    | 1     | 23-500 GP               | 5.7           |                  | Mod-Lt        |                                       |   |                |           |                    |         |
|         | 1210              | Dive Bomb       | M/T B-725909             | 1250                                    | 2:20                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 34-500 GP               | 3.5           |                  | Lt-Lt         |                                       |   |                |           |                    |         |
|         | 1355              | " "             | RR Bridge B-1744         | 1435                                    | 1:55                   |  | F-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 23-500 GP<br>6-1000 GP  | 2.7           | Total            | All           |                                       |   |                |           |                    |         |
|         | 1650              | " "             | RR Bridge B-058337       | 1710                                    | 1:55                   |  | F-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 33-500 GP               | 8.2           | 1400             | Int-Lt        |                                       |   |                |           |                    |         |
|         | 1410              | Recon           | B-517528                 | 1425                                    | 1:25                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                         |               |                  | Reg-ty        | 1                                     |   |                |           |                    |         |
| 371     | 1445              | " "             |                          | 1500                                    | 1:40                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                         |               |                  | All           |                                       |   |                |           |                    |         |
|         | 0835              | Support         | M/T Krasakirchen         | 0900                                    | 1:45                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP               | 6.            |                  | Reg-ty        |                                       |   |                |           |                    |         |
|         | 0835              | Support         | G-5475                   | 0850                                    | 1:45                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP               | 6.            | 4700/50          | Int-Lt        |                                       |   |                |           |                    |         |
| 17      | 0855              | " "             | G-78792                  | 0935                                    | 1:40                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP               | 6.            | 7200/50          | Int-Lt        |                                       |   |                |           |                    |         |
|         | 1320              | Precision       | RR Bridge B-517528       | 1501                                    | 3:25                   | 11600  | F-26            | 25                                  | 25                | 24                   |                           |                   | 1                  |       | 94-1000 GP              | 47.           |                  | Reg-ty        |                                       |   |                |           |                    |         |
|         | 1350              | " "             | " "                      | 1530                                    | 2:45                   | 11000  | B-26            | 26                                  | 26                | 21                   |                           |                   | 3                  |       | 78-1000 GP              | 39.           |                  | Reg-ty        |                                       |   |                |           |                    |         |
| 320     | 1205              | " "             | Offenburg                | 1400                                    | 3:00                   | 11200  | B-26            | 56                                  | 56                | 48                   |                           |                   | 1                  | 3     | 304-500 GP<br>80-500 GP | 96.           |                  | Int-Lt        |                                       |   |                |           |                    |         |
| 111     | 1805              | " "             | " "                      | 1359                                    | 3:00                   | 10000  | B-26            | 2                                   | 2                 | 2                    |                           |                   |                    |       | 240-20 Frag             | 2.4           |                  | Int-Lt        |                                       |   |                |           |                    |         |
|         | 0730              | The Recon       | Bitsch Area              | 0745                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | All           |                                       |   |                |           |                    |         |
|         | 0730              | " "             | Manheim Area             | 0750                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | Int-Lt        |                                       |   |                |           |                    |         |
|         | 0730              | " "             | Freiburg Area            | 0750                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | Reg-ty        |                                       |   |                |           |                    |         |
|         | 0740              | " "             | Reims Area               | 0800                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | All           |                                       |   |                |           |                    |         |
|         | 1030              | " "             | Offenburg                | 1045                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | Reg-ty        |                                       |   |                |           |                    |         |
|         | 1030              | " "             | Karlsruhe Area           | 1050                                    | 2:10                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | Mod-Lt        |                                       |   |                |           |                    |         |
|         | 1600              | " "             | Pirmasens                | 1615                                    | 1:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                         |               |                  | Reg-ty        |                                       |   |                |           |                    |         |
|         | 1800              | " "             | Seersuchen Area          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                         |               |                  | All           |                                       |   |                |           |                    |         |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                     |                |           |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|---------------------|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES        |                |           |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22                  | 23             | 24        |
| 111     | 1340              | Tac Recon       | Hagen Area               | 1400                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1345              | "               | Bitch Area               | 1400                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1400              | "               | Kohl Area                | 1415                                    | 1:25                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               | 1                                     |   |                     |                |           |
|         | 1515              | "               | Route #2                 | 1545                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1525              | "               | Darkeim Area             | 1535                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               | 2                                     |   |                     |                |           |
|         | 1600              | "               | Area "B"                 | 1615                                    | 2:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
| 162     | 0745              | "               | Area "C"                 | 0805                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 240/50           |               |                                       |   |                     |                |           |
|         | 0745              | "               | Route #1                 | 0755                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
| 91      | 0740              | "               | Area "F"                 | 0800                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 0735              | "               | Area "A"                 | 0750                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1020              | "               | Route #1                 | 1035                                    | 1:55                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    | 2     |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1030              | "               | Area "F"                 | 1045                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1220              | "               | Area "A"                 | 1235                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1325              | "               | Area "F"                 | 1345                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1330              | "               | Route #1                 | 1355                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1330              | "               | Area "A"                 | 1340                                    | 1:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1520              | "               | Area "A"                 | 1535                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1520              | "               | Area "C"                 | 1540                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1610              | "               | Area "F"                 | 1630                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1615              | "               | Route #1                 | 1635                                    | 1:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
| 34      | 1035              | Photo Recon     | Black Coverage           | 1030                                    | 2:20                   |  | F-5             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 0950              | "               | "                        | 1030                                    | 1:50                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
| P.R.    | 1005              | "               | "                        | 1045                                    | 1:40                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1025              | "               | "                        | 1040                                    | 1:45                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1045              | "               | "                        | 1045                                    | 1:15                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1010              | "               | "                        | 1030                                    | 2:05                   |  | F-5             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1015              | "               | "                        | 1100                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1440              | "               | Goldshot Area            | 1525                                    | 2:00                   |  | F-5             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |
|         | 1400              | "               | Black Coverage           | 1400                                    | 1:25                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                       |   |                     |                |           |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO OF A/C ATTACKING       | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 34      | 1420              | Phototecon      | Block Coverage           | 1445                                    | 1:50                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               | 1                                     |   |                |           |                    |
| F.R.    | 1425              | "               | R/Ridge-Steig            | 1455                                    | 2:05                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
|         | 1420              | "               | Freiburg A/I             | 1500                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
|         | 1440              | "               | M/V Dillingen            | 1500                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               | 1                                     |   |                |           |                    |
|         | 1420              | "               | V-9039                   | 1510                                    | 2:10                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
|         | 1430              | "               | V-9084                   | 1510                                    | 2:10                   |  | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
| 415     | 1825              | Intruder        | Datsh                    | 1:45                                    |                        |  | Beam            | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
| F.F.    | 1940              | "               | Freiburg                 | 2:00                                    |                        |  | Beam            | 1                                   | 1                 | 1                         |         |                   |                    |       |                       |               | 111                 |               |                                       |   |                |           |                    |
|         | 2215              | "               |                          | 1:30                                    |                        |  | Beam            | 1                                   | 1                 | 1                         |         |                   |                    | 1     |                       |               | Total               |               |                                       |   |                |           |                    |
|         | 0420              | "               |                          | 1:30                                    |                        |  | Beam            | 1                                   | 1                 | 1                         |         |                   |                    | 1     |                       |               | 1700-43             |               |                                       |   |                |           |                    |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. ~~300~~ DATE ~~16-2-50~~

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |            | ENEMY RESISTANCE |                                       |   | ENEMY LOSS    |                     |                |           |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|------------|------------------|---------------------------------------|---|---------------|---------------------|----------------|-----------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.      | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSS    |                     |                |           |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |            |                  |                                       |   | TOTAL TONNAGE | AMMUNITION EXPENDED | LOSSES BY TYPE | DESTROYED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17         | 18               | 19                                    | 20  | 21            | 22                  | 23             | 24        |
| 50      | 0820              | Dive Bomb       | B-2369                   |   | 1:55                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 10-500 lb             |            |                  |                                       |   |               |                     |                |           |
| FJ      | 1115              | "               | Tanks G-652571           |   | 1:45                   |  | P-47            | 10                                  | 10                | 10                        |         |                   |                    |                 | 6-460 lb              |            | Total 400-100-10 |                                       |   |               |                     |                |           |
|         | 1400              | "               | G-346720                 |   | 1:25                   |  | P-47            | 10                                  | 10                | 10                        |         |                   |                    |                 | 10-500 lb             |            | 500-100-10       |                                       |   |               |                     |                |           |
|         | 1055              | "               | Tanks G-6557             |   | 1:35                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 6-460 lb              |            | 500-100-10       |                                       |   |               |                     |                |           |
|         | 1105              | "               | G-3572                   |   | 1:40                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 10-500 lb             |            | 4-11             |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 6-460 lb              |            |                  |                                       |   |               |                     |                |           |
|         | 1345              | "               | G-682508                 |   | 2:00                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 10-100-10             |            | 100-100-10       |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 10-500 lb             |            |                  |                                       |   |               |                     |                |           |
|         | 1415              | "               | A/V Pforzheim            |   | 2:00                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 10-500 lb             |            |                  |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 8-460 lb              |            | 400-100-10       |                                       |   |               |                     |                |           |
|         | 1645              | "               | G-110655                 |   | 1:20                   |  | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 15-200-10             |            |                  |                                       |   |               |                     |                |           |
| 1720    | "                 | G-6571          |                          | 1:00                                    |                        | P-47   | 14              | 14                                  | 14                |                           |         |                   |                    | 10-500 lb       |                       | 100-100-10 |                  |                                       |   |               |                     |                |           |
| 1630    | "                 | G-110655        |                          | 1:25                                    |                        | P-47   | 12              | 12                                  | 12                |                           |         |                   |                    | 10-500 lb       |                       | 4-11       |                  |                                       |   |               |                     |                |           |
| 324     | 0930              | "               | Ball Traffic             | 1015                                    | 1:45                   | 2000   | P-47            | 8                                   | 8                 | 7                         |         |                   |                    | 1               | 8-260 frag            |            | 400-100-10       |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 10-500 lb             |            |                  |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-460 lb              |            |                  |                                       |   |               |                     |                |           |
| FJ      | 0945              | "               | "                        | 1030                                    | 2:15                   | 1500   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 4-100 lb              |            | Total 400-100-10 |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 10-500 lb             |            | 470-100-10       |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 3-100 lb              |            | 50-100-10        |                                       |   |               |                     |                |           |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 10-100-10             |            |                  |                                       |   |               |                     |                |           |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION |                  |                 | OBJECTIVE        | OPER. FACTORS            |  |                        | ATTACKING POWER                             |          |    |    |    |                           |    |    |           |                 | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                             |                |           |                    |  |
|---------|------------------|-----------------|------------------|--------------------------|--|------------------------|---|----------|----|----|----|---------------------------|----|----|-----------|-----------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|--|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION |                  | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT |    |    |    | REASONS A/C NOT ATTACKING |    |    |           | BOMBS ON TARGET | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |  |
| 1       | 2                | 3               | 4                | 5                        | 6                                      | 7                      | 8   | 9        | 10 | 11 | 12 | 13                        | 14 | 15 | 16        | 17              | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |  |
| 324     | 0755             | Dive Bomb       | Ball Traffic     | 1020                     | 2:00                                   | 1500                   | P-47  | 12       | 12 | 12 |    |                           |    |    | 16-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 2-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 16-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1005             | .               | .                | 1030                     | 2:00                                   | 2000                   | P-47  | 7        | 7  | 7  |    |                           |    |    | 4-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 3-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 16-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1210             | .               | .                | 1240                     | 1:40                                   | 1000                   | P-47  | 8        | 8  | 8  |    |                           |    |    | 4-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 24-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1255             | .               | .                | 1320                     | 1:30                                   | 1000                   | P-47  | 14       | 14 | 14 |    |                           |    |    | 4-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    |           |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1305             | .               | .                | 1400                     | 2:20                                   | 2000                   | P-47  | 7        | 7  | 7  |    |                           |    |    | 14-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 2-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1320             | .               | .                | 1415                     | 2:10                                   | 1000                   | P-47  | 12       | 12 | 12 |    |                           |    |    | 22-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 2-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 5-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 14-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1440             | .               | .                | 1515                     | 2:00                                   | 1000                   | P-47  | 7        | 7  | 7  |    |                           |    |    | 4-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 18-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1525             | .               | .                | 1555                     | 2:15                                   | 1500                   | P-47  | 14       | 14 | 14 |    |                           |    |    | 2-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 13-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1605             | .               | .                | 1635                     | 2:00                                   | 2000                   | P-47  | 11       | 11 | 11 |    |                           |    |    | 4-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 5-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 24-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 16-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1620             | .               | .                | 1735                     | 2:00                                   | 1500                   | P-47  | 8        | 8  | 8  |    |                           |    |    | 4-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 14-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
|         | 1720             | .               | .                | 1815                     | 1:20                                   | 1000                   | P-47  | 7        | 7  | 7  |    |                           |    |    | 4-100 WP  |                 |                  |               |                                      |  |                |           |                    |  |
|         |                  |                 |                  |                          |  |                        |   |          |    |    |    |                           |    |    | 24-500 GP |                 |                  |               |                                      |  |                |           |                    |  |
| 358     | 1055             | Arm Recon       | N/T Schmetsingen | 1200                     | 2:25                                   |                        | P-47  | 12       | 12 | 12 |    |                           |    |    | 8-460 LB  |                 |                  |               |                                      |  |                |           |                    |  |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

| MISSION         |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |
|-----------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP           | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                 |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1               | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 958<br>73       | 1145              | Area Recon      | M/Y 8-0341               | 1210                                    | 2:00                   |  | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 15-500 GP<br>6-460 LB | 5.            |                  | Int-1         | 1                                     |   |                |           |                    |
|                 | 1150              | Close Coop      | M/Y 9990                 | 1215                                    | 2:00                   |  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 21-500 GP<br>6-460 LB | 6.5           | Total            | Model 1       |                                       |   |                |           |                    |
|                 | 1515              | " "             | M/Y R-7335               | 1545                                    | 2:15                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 39-500 GP<br>6-460 LB | 9.7           | 5040<br>50 Cal   | Model 1       |                                       |   |                |           |                    |
|                 | 1120              | Dive Bomb       | Bridge B-696348          | 1155                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 27-500 GP<br>6-460 LB | 8.            | Total            | Model 1       |                                       |   |                |           |                    |
|                 | 1440              | " "             | B-948917                 | 1515                                    | 2:40                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 23-500 GP<br>6-460 LB | 8.3           | 50 Cal           | Model 1       |                                       |   |                |           |                    |
| 111<br>TR<br>84 | 1425              | " "             | Witchoffen               | 1515                                    | 2:00                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 21-325 Depth          | 5.            | 12,000/50000-47  |               |                                       |   |                |           |                    |
|                 | 0720              | Tac Recon       |                          | 0740                                    | 2:20                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 0710              | " "             | Area "B"                 | 0730                                    | 2:30                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 0720              | " "             | Route #2                 | 0740                                    | 2:25                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | 420/50           | Model 1       |                                       |   |                |           |                    |
|                 | 0730              | " "             | Forme Area               | 0745                                    | 2:15                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1130              | " "             | Homburg Area             | 1145                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Int-1, 2-1, 3 |                                       |   |                |           |                    |
|                 | 1250              | " "             | Route #2                 | 1310                                    | 2:10                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Int-1, 2-1, 3 |                                       |   |                |           |                    |
|                 | 1300              | " "             | " #2                     | 1320                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1300              | " "             | Area "D"                 | 1320                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1330              | " "             | Area "E"                 | 1345                                    | 1:45                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1400              | " "             | " "E"                    | 1415                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1530              | " "             | Forme Area               | 1545                                    | 1:45                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1630              | " "             | Colmar Area              | 1645                                    | 1:15                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
|                 | 1645              | " "             | Area "G"                 | 1700                                    | 1:30                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | Model 1       |                                       |   |                |           |                    |
| 1645            | " "               | Main Area       | 1700                     | 1:45                                    |                        | P-6  | 2               | 2                                   | 2                 |                      |                           |                   |                    |       |                       |               | Model 1          |               |                                       |   |                |           |                    |
| 142<br>0750     | " "               | Area "C"        | 0810                     | 2:00                                    |                        | P-6  | 2               | 2                                   | 2                 |                      |                           |                   |                    |       |                       |               | Model 1          |               |                                       |   |                |           |                    |

SECRET



THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 103 DATE 17-2-41

| MISSION          |                  |                 | OBJECTIVE                  | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                             |                |           |                    |
|------------------|------------------|-----------------|----------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|
| GROUP            | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                  |                  |                 |                            |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |  |                |           |                    |
| 1                | 2                | 3               | 4                          | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 |
| 415<br>A.F. 1920 | 1830             | Intruder        | Freiburg Area<br>Airstrips |  | 1:15<br>1:10           |   | Bomb<br>Bomb    | 1<br>1                              | 1<br>1            |                      |                           |                   | 1<br>1             |       |                       |               |                  | 11            |                                      |  |                |           |                    |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 103 DATE 17-2-45

SECRET

SECRET

AUTH. CC-104 SAC AF (P)  
DATE 2 APRIL 1945  
INIT. \_\_\_\_\_

## ATTACKING POWER

ENEMY  
RESISTANCE

## RESULTS OF MISSION

## REMARKS

| ATTACKING POWER           |                   |                    |                 | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|---------------------------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C NOT ATTACKING |                   |                    | BOMBS ON TARGET | AMMO.                 |               |                     | ENEMY LOSSES  |                                      |  |                | LOSSES BY CAUSE |                    |         |                   | CREW MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                   |    |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 2                         | 13                | 14                 | 15              | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                           |                   |                    |                 |                       |               |                     |               |                                      |  |                |                 |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 104 DATE 10-2-45

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOS                                 |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 324<br>PO | 0915              | Weather         | Severe                   |   | 1:00                   |  | P-47            | 1                                   | 1                 |                      |                           |                   |                    |       |                       |               |                  |               |                                       |   |                |           |                    |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 304 DATE 21-2-45

SECRET

SECRET

AUTH. CG-1ST TAC AF (P)  
 DATE 21 MARCH 1945  
 INIT.

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                 |           |                    |         |                   |              |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|-----------------|-----------|--------------------|---------|-------------------|--------------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         | ENEMY LOSSES        |               |                                      |  | LOSSES BY CAUSE |           |                    |         |                   | CREW MEMBERS |                  |                |           |         |                  |        |         |                   |                  |                   |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK         | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22              | 23        | 24                 | 25      | 26                | 27           | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                |
|                           |                    |       |                       |               |                     |               |                                      |  |                 |           |                    |         |                   |              |                  |                |           |         |                  |        |         |                   |                  |                   |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 105 DATE 29-2-45

| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |               |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|          |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                       |   |                |           |                    | TOTAL TONNAGE |
| 1        | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                    | 20  | 21             | 22        | 23                 | 24            |
| 50<br>20 | 1245              | Escort          |                          |   | 2:25                   |  | F-47            | 16                                  | 16                | 15                        |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |                    |               |
|          | 1315              |                 |                          |   | 2:40                   |  | F-47            | 16                                  | 16                | 15                        |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |                    |               |
|          | 1330              | Dive Bomb       | Eschingen                |   | 1:55                   |  | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 14-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-460 LB              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-12-76-500 LB        |       |                  |                                       |   |                |           |                    |               |
|          | 1635              | " "             | 4/1 9/1931               |   | 2:30                   |  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 42-Rockets            | 5-4   |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 16-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-12-17-460 LB        |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-12-76-500 LB        |       |                  |                                       |   |                |           |                    |               |
|          | 1645              | " "             | Antweiler                |   | 1:50                   |  | F-47            | 14                                  | 14                | 13                        |         |                   |                    |                 | Rockets-36            | 5-9   |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 12-500 G              |       |                  |                                       |   |                |           |                    |               |
|          | 1615              | " "             | 1-4001                   |   | 1:50                   |  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 8-500 M-76            | 5-    |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 16-500 G              |       |                  |                                       |   |                |           |                    |               |
| 324      | 1050              | " "             | R-610675                 | 1150                                    | 1:45                   | 4000   | F-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 8-12-17-460 LB        | 5-8   |                  |                                       |   |                |           |                    |               |
| PG       | 1055              | " "             | R-25755                  | 1220                                    | 2:10                   | 2000   | F-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 6-100 M               |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 14-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 2-460 LB              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 3-100 M               |       |                  |                                       |   |                |           |                    |               |
|          | 1105              | " "             | R-8000                   | 1215                                    | 2:20                   | 1000   | F-47            | 8                                   | 8                 | 7                         |         |                   |                    |                 | 21-Rockets            |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 16-500 G              |       |                  |                                       |   |                |           |                    |               |
|          | 1115              | " "             | R-697346                 | 1210                                    | 1:50                   | 2000   | F-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 3-100 M               |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 14-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 4-100 M               |       |                  |                                       |   |                |           |                    |               |
|          | 1130              | " "             | R-215485                 | 1210                                    | 2:15                   | 1500   | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 32-500 G              |       |                  |                                       |   |                |           |                    |               |
|          | 1425              | " "             | Mail Train #10           | 1445                                    | 1:50                   | 1500   | F-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 G              |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 2-100 M               |       |                  |                                       |   |                |           |                    |               |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |                 | 14-Rockets            |       |                  |                                       |   |                |           |                    |               |

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 105 DATE 19-2-45

SECRET

SECRET

AUTH. CO-101 TAC AF (P)DATE 7 March 1945

INIT. \_\_\_\_\_

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |    |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |    |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                           |                    |       | 14-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 16-500 GP             | 3.4           |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 12-500 GP             | 5.9           |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 8-500 GP              | 5.            |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 16-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-460 LB              | 5.8           |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 16-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 6-100 GP              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 14-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 2-460 LB              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 3-100 GP              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 21-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 16-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 3-100 GP              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 14-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 4-100 GP              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 32-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 15-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 2-100 GP              |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                    |       | 14-500 GP             |               |                     |                  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 105 DATE 17-2-45

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 328<br>70 | 1500              | Dive Bomb       | Dump 4-722703            | 1620                                    | 1:45                   | 1500   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             |               |                  |               |                                       |   |                |           |                    |
|           | 1500              | "               | Rail Traffic             | 1545                                    | 2:00                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 3-100 HP              | 4.1           |                  | Int-L8        |                                       |   |                |           |                    |
|           | 1505              | "               | "                        | 1545                                    | 2:35                   | 1500   | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | Mod-L8        |                                       |   |                |           |                    |
|           | 1710              | "               | R-215685                 | 1755                                    | 1:40                   | 2000   | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 26-500 GP             |               |                  |               |                                       |   |                |           |                    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 4-460 LB              |               |                  |               |                                       |   |                |           |                    |
| 358<br>80 | 1350              | Escort          | HR Bridge 4-083361       | 1425                                    | 2:05                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 13-100 HP             | 8.5           |                  | Mod-L8        |                                       |   |                |           |                    |
|           | 1030              | Weather         | London                   |   | 1:00                   |  | P-47            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | All           |                                       |   |                |           |                    |
|           | 1125              | "               | Savona                   |   | 1:25                   |  | P-47            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  | All           |                                       |   |                |           |                    |
|           | 1105              | Close Comp      | 4-9815                   | 1125                                    | 2:30                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 8.7           | Total            | All           |                                       |   |                |           |                    |
|           | 1115              | "               | Disasters                |   | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | 193-25           | Mod-L8        |                                       |   |                |           |                    |
| 380<br>80 | 1540              | "               | Rebelsheim               |   | 1:20                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 45-500 GP             | 11.2          | 50 Cal           | Mod-L8        |                                       |   |                |           |                    |
|           | 1450              | "               | R-078375                 | 1630                                    | 2:25                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 45-500 GP             | 11.2          |                  | Int-L8        |                                       |   |                |           |                    |
|           | 1700              | "               | "                        |   | 1:40                   |  | P-47            | 13                                  | 13                |                      | 13                        |                   |                    |       | 30-500 GP             |               |                  |               |                                       |   |                |           |                    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 4-460 LB              |               |                  |               |                                       |   |                |           |                    |
|           | 1315              | Escort          | A/T Disasters            | 1400                                    | 2:50                   |  | P-47            | 17                                  | 17                | 17                   |                           |                   |                    |       |                       |               |                  | All           |                                       |   |                |           |                    |
| 17        | 1245              | Precision       | Wn 4-113710              | 1520                                    | 3:15                   | 12000  | P-26            | 25                                  | 25                | 19                   |                           |                   |                    | 9 3   | 145-50 0 GP           | 36.2          |                  | Mod-L8        |                                       |   |                |           |                    |
| 30        | 1515              | "               | Bridge W/A 083351        |   | 2:45                   |  | P-26            | 24                                  | 24                |                      |                           |                   |                    | 1     |                       |               |                  | Mod-L8        |                                       |   |                |           |                    |
| 380       | 1220              | "               | Wn 4-113710              | 1520                                    | 3:45                   | 12600  | P-26            | 23                                  | 23                | 20                   |                           |                   |                    | 1 2   | 130-500 GP            | 20.7          |                  | All           |                                       |   |                |           |                    |
| 80        | 1145              | "               | "                        | 1501                                    | 4:00                   | 11200  | P-26            | 31                                  | 31                | 27                   |                           |                   |                    | 1 1 2 | 224-500 GP            | 53.5          |                  | Mod-L8-L8     |                                       |   |                |           |                    |
| 111       | 1145              | Tac Recon       | Fitchs Area              | 1200                                    | 1:15                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | All           |                                       |   |                |           |                    |
| TH        | 1150              | "               | Rebelsheim Area          | 1210                                    | 1:50                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  | All           |                                       |   |                |           |                    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 101 DATE 19-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| TACKLING POWER            |    |    |    |           | ENEMY RESISTANCE      |    | RESULTS OF MISSION  |    |               |    |  |    |                |    |           |              |                    |    |         |    | REMARKS           |    |      |    |                  |    |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|----|----|----|-----------|-----------------------|----|---------------------|----|---------------|----|--|----|----------------|----|-----------|--------------|--------------------|----|---------|----|-------------------|----|------|----|------------------|----|----------------|--|-----------|--|---------|--|------------------|--|--------|--|---------|--|-------------------|--|------------------|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| REASONS A/C NOT ATTACKING |    |    |    |           | BOMBS ON TARGET       |    | AMMO.               |    | ENEMY LOSSES  |    | LOSSES BY CAUSE  |    |                |    |           | CREW MEMBERS |                    |    |         |    |                   |    |      |    |                  |    |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                           |    |    |    |           | NUMBER, TYPE & WEIGHT |    | AMMUNITION EXPENDED |    | ANTI-AIRCRAFT |    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.<br>NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |    | LOSSES BY TYPE |    | DESTROYED |              | PROBABLY DESTROYED |    | DAMAGED |    | TOTAL U.S. LOSSES |    | FLAK |    | FLAK & ENEMY A/C |    | ENEMY AIRCRAFT |  | ACCIDENTS |  | UNKNOWN |  | AIRCRAFT DAMAGED |  | KILLED |  | MISSING |  | WOUNDED SERIOUSLY |  | WOUNDED SLIGHTLY |  | DEGREE OF SUCCESS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| WEATHER                   |    |    |    |           |                       |    |                     |    |               |    |  |    |                |    |           |              |                    |    |         |    |                   |    |      |    |                  |    |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2                         | 13 | 14 | 15 | 16        | 17                    | 18 | 19                  | 20 | 21            | 22 | 23   | 24 | 25             | 26 | 27        | 28           | 29                 | 30 | 31      | 32 | 33                | 34 | 35   | 36 | 37               | 38 |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                           |    |    |    | 16-500 GP |                       |    |                     |    |               |    |  |    |                |    |           |              |                    |    |         |    |                   |    |      |    |                  |    |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 105 DATE 12-2-45

| MISSION     |                  | OBJECTIVE       | OPER. FACTORS            |  | ATTACKING POWER        |   |             |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       |               | ENEMY LOSSES                         |  |                |           |                    |               |
|-------------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|
| GROUP       | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|             |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |               |                                      |  |                |           |                    | TOTAL TONNAGE |
| 1           | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |
| 111<br>T.A. | 1300             | Tac Recon       | Karlsruhe Area           |  | 1:45                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               |                                      |  |                |           |                    |               |
|             | 1340             | "               | Strasbourg Area          | 1400                                   | 2:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1345             | "               | Neustadt Area            | 1400                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1345             | "               | Mannheim Area            | 1410                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1455             | "               | Firmenich Area           | 1520                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1600             | "               | Heidelberg Area          | 1700                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1605             | "               | Achern Area              | 1640                                   | 1:20                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1615             | "               | Homburg Area             | 1630                                   | 2:15                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1125             | "               | Area "D"                 | 1140                                   | 1:45                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1145             | "               | Area "A"                 | 1200                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
| 162<br>T.A. | 1140             | "               | Area "C"                 | 1205                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1220             | "               | Route #2                 | 1240                                   | 2:10                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1415             | "               | Area "A"                 | 1430                                   | 2:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1415             | "               | Area "D"                 | 1450                                   | 2:25                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1410             | "               | Route #2                 | 1430                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1400             | "               | Area "C"                 | 1420                                   | 2:10                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1500             | "               | Area "C"                 | 1555                                   | 1:45                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1600             | "               | Route #2                 | 1625                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1610             | "               | Area "A"                 | 1625                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |
|             | 1630             | "               | Area "D"                 | 1645                                   | 2:05                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |       |               | 111                                  |  |                |           |                    |               |

SECRET





SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 106 DATE 20-2-45

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                                     |               |                | ENEMY RESISTANCE |                                       |   |                |           |                    |         |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-------------------------------------|---------------|----------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |               | AMMO.          | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOSSES   |           |                    |         |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE |                |                  |                                       |   | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                                  | 17            | 18             | 19               | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 50      | 0805              | Dive Bomb       | Q-531645                 |   | 2:05                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP<br>8-460 IB<br>24-Rockets | 5.8           | Total<br>37725 | Med-In-Lt        |                                       |   |                |           |                    |         |
| 70      | 0825              | " "             | Dump Q-949527            |   | 2:25                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP<br>8-460 IB               | 5.8           | 50 Cal         | Med-In-Lt        |                                       |   |                |           |                    |         |
|         | 0830              | " "             | Dump R-357698            |   | 1:50                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP<br>8-460 IB               | 5.8           |                | Int-In-Lt        |                                       |   |                |           |                    |         |
| 724     | 1135              | " "             | Q-6892                   | 1250                                    | 2:00                   | 500  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-500 GP<br>4-460 IB<br>6-100 WP   | 4.2           | Total          | Med-Lt           |                                       |   |                |           |                    |         |
| 70      | 1145              | " "             | Rail Traffic             | 1300                                    | 2:00                   | 1000   | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 10-500 GP<br>4-460 IB<br>4-100 WP   |               | 17260          |                  |                                       |   |                |           |                    |         |
|         | 1145              | " "             | " "                      | 1225                                    | 1:40                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-Rockets<br>12-500 GP<br>4-460 IB | 3.6           | 50 Cal         | Med-Lt           |                                       |   |                |           |                    |         |
|         | 1155              | " "             | " "                      | 1245                                    | 2:00                   | 1000   | P-47            | 8                                   | 8                 | 7                    |                           |                   |                    | 1     | 10-500 GP<br>4-460 IB<br>4-100 WP   | 3.9           |                | Med-Lt           |                                       |   |                |           |                    |         |
|         | 1150              | " "             | " "                      | 1305                                    | 2:15                   | 1000   | P-47            | 8                                   | 8                 | 6                    |                           |                   |                    | 2     | 12-500 GP<br>3-100 WP               | 3.6           |                | Int-Lt           |                                       |   |                |           |                    |         |
|         | 1225              | " "             | " "                      | 1250                                    | 1:35                   | 1000   | P-47            | 7                                   | 7                 | 6                    |                           |                   |                    | 1     | 8-500 GP<br>4-460 IB                | 3.1           |                | Med-In-Lt        |                                       |   |                |           |                    |         |
| 358     | 0935              | Weather         |                          |   | 1:00                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                                     |               |                | Int-Lt           |                                       |   |                |           |                    |         |
| 70      | 0810              | Too Soon        | Seaguard Area            | 0845                                    | 2:00                   |  | P-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                                     |               |                | Int-Lt           |                                       |   |                |           |                    |         |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 106 DATE 20-2-45

SECRET

SECRET

AUTH. CG, 1st TAC AF (P)DATE 7 March 1945

INIT. \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                                     | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        | REMARKS |                   |                  |                   |  |
|---------------------------|-------------------|--------------------|-------|-------------------------------------|------------------|---------------------|--------------------|---------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET                     |                  | AMMO.               |                    |                                       | ENEMY LOSSES                              |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT               | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/G | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16                                  | 17               | 18                  | 19                 | 20                                    | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB<br>24-Rockets | 5.8              | Total 37725         | Med-In-Lt          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Bldgs 8-0-0.   |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB               | 5.8              | 50 Cal              | Med-In-Lt          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | V.Good            | Dump 1-0-0, Loco 1-0-0, MF 50-0-10.  |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB               | 5.8              |                     | Int-In-Lt          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Dump 0-0-1, Railroad-1, RR Cars 23-0-40, Loco 4-0-0, Bldgs 3-0-0, MF 1-0-0, Gun Pos 0-0-6, Tunnel 0-0-1. |
|                           |                   |                    |       | 12-500 GP<br>4-460 IB<br>6-100 WP   | 4.2              | Total               | Med-Lt             |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | Good              | Bldgs 9-0-0, RR Cars 2-0-4.  |
|                           |                   |                    |       | 10-500 GP<br>4-460 IB<br>4-100 WP   |                  | 17260               |                    |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       | 12-Rockets                          | 3.6              | 50 Cal              | Med-Lt             |                                       |   |                |           |                    |                 | 1                 |      |                  |                | 1            |         |                  |        | 1       |                   |                  | Fair              | RR Cars 9-0-5, Loco 0-0-1.   |
|                           |                   |                    |       | 12-500 GP<br>4-460 IB               | 3.9              |                     | Med-Lt             |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         | 3                |        |         |                   |                  | Fair              | Loco 0-0-2, RR Cars 10-0-6.  |
| 1                         |                   |                    |       | 10-500 GP<br>4-460 IB<br>4-100 WP   | 3.6              |                     | Int-Lt             |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | Loco 0-0-4, RR Cars 8-0-6.   |
| 2                         |                   |                    |       | 12-500 GP<br>3-100 WP               | 3.1              |                     | Med-In-Lt          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  | Fair              | RR Cars 8-0-0.   |
| 1                         |                   |                    |       | 8-500 GP<br>4-460 IB                | 2.9              |                     | Med-In-Lt          |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         | 2                |        |         |                   |                  | Fair              | Loco 0-0-2, RR Cars 10-0-5.  |
|                           |                   |                    |       |                                     |                  |                     | Nil                |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |  |
|                           |                   |                    |       |                                     |                  |                     | Nil                |                                       |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 196 DATE 20-3-45

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               |                     | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |                  |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19               | 20                                    | 21  | 22             | 23        | 24                 |
| 111     | 0815              | Tac Recon       | Rastatt Area             | 0830                                    | 2:25                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
| T.R.    | 0820              | "               | Karlsruhe Area           | 0840                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
| 162     | 0830              | "               | Area "A"                 | 0855                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 0830              | "               | Area "D"                 | 0845                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 0820              | "               | Route #2                 | 0840                                    | 1:40                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 0900              | "               | Area "C"                 | 0925                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
| 415     | 1825              | Intruder        | Freiburg                 |   | 1:40                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
| N.F.    | 2115              | "               |                          |   | 1:35                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 2205              | "               | Mulhouse                 |   | 3:30                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 0125              | "               | Basle                    |   | 4:05                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |
|         | 0400              | "               |                          |   | 1:50                   |  | Bom             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                     |                  |                                       |   |                |           |                    |

SECRET





THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 107 DATE 21-3-45

| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |       |                       |               | ENEMY RESISTANCE                      |   |                | ENEMY LOSSES |                    |                       |               |                     |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-------|-----------------------|---------------|---------------------------------------|---|----------------|--------------|--------------------|-----------------------|---------------|---------------------|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   | BOMBS ON TARGET    |       | AMMO.                 | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED    | PROBABLY DESTROYED |                       |               |                     |
|          |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER |                       |               |                                       |   |                |              |                    | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |
| 1        | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15    | 16                    | 17            | 18                                    | 19  | 20             | 21           | 22                 | 23                    | 24            |                     |
| 50<br>FG | 1100              | Leaflet         | Zettrucken               |   | 2:10                   |  | P-47            | 5                                   | 5                 | 5                         |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          | 1420              | "               | Fortach                  |   | 1:50                   |  | P-47            | 4                                   | 4                 | 4                         |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          | 1335              | Escort          |                          |   | 2:05                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          | 0925              | Dive Bomb       | M/Y Nevenkirchen         |   | 2:00                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       | 16-500 GP<br>6-460 IB |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       | 5.4           | Total                                 | Nil                                       |                |              |                    |                       |               |                     |
|          | 0940              | "               | M/Y L-9329               |   | 2:35                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          | 1000              | "               | Reichenbach              |   | 2:15                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                |              |                    |                       |               |                     |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                           |         |                   |                    |       |                       |               |                                       |   |                | </           |                    |                       |               |                     |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 107 DATE 21-2-45

SECRET

SECRET

AUTH 00,100-120-27 (P)DATE 7 March 1945

INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        | REMARKS |                   |                  |                   |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|---------------------------------------|---|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |                  | AMMO.               |                    |                                       | ENEMY LOSSES                              |                |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         |                   |                  |                   |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                    | 21  | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
|                           |                   |                    |       | 16-500 GP<br>6-460 IB | 5.4              | Total               | All                | All                                   |   |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |                  |                   | Dropped 6-460 Fragm. Bombs.<br>Dropped 9-2000 Fragm. Bombs.<br>Unsuccessful. |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB | 5.8              | 33013               | Mon-10-14          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Loss 1-0-2, M 1-0-0.,<br>MR Cars 4-0-8, Tunnel 0-0-1.                 |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB | 5.8              | 50 Cal              | All                |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, MR Cars 2-0-30, Mdg 1-0-0.  |
| 1                         |                   |                    |       | 16-500 GP<br>6-460 IB |                  |                     |                    |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-2, Railout-1, M 1-0-1, Mdg 11-0-0.                                       |
|                           |                   |                    |       | 12-2000 GP            | 5.4              |                     | Mon-10-14          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | MR Cars 20-0-20, M/Y-1, Mdg 1-0-0.   |
| 1                         |                   |                    |       | 12-500 GP<br>8-460 IB | 4.8              |                     | Int-12-14          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Fair   |         |                   |                  |                   | Railout-2, MR Cars 13-0-10.  |
|                           |                   |                    |       | 16-500 GP<br>6-500 IB | 5.5              |                     | All                |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-2, Railblock-1,<br>MR Cars 8-0-7.                             |
| 1                         |                   |                    |       | 16-500 GP<br>6-460 IB |                  |                     |                    |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-2, Railblock-1,<br>MR Cars 8-0-7.                             |
|                           |                   |                    |       | 20-2000 GP            | 5.4              |                     | Mon-10-14          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-2, Railblock-1,<br>MR Cars 8-0-7.                             |
|                           |                   |                    |       | 16-500 GP<br>8-460 IB | 5.8              |                     | Mon-10-14          |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-1, Mdg 4-0-2.   |
|                           |                   |                    |       | 12-500 GP<br>6-460 IB | 5.9              | Total               | All                |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-1, Mdg 4-0-2.   |
|                           |                   |                    |       | 16-500 GP<br>6-460 IB |                  |                     |                    |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-1, Mdg 4-0-2.   |
|                           |                   |                    |       | 9-100 GP              | 6.3              | 50 Cal              | All                |                                       |   |                |           |                    |         |                   |      |                  |                |           |              |                  | Good   |         |                   |                  |                   | M/Y-1, Railout-1, Mdg 4-0-2.   |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 107 DATE 21-2-45

| SECRET  |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |   |       |                  |                                      |  |                |           |                    |               |
|---|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|---|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. <u>107</u> DATE <u>21-2-45</u> |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |   |       |                  |                                      |  |                |           |                    |               |
| MISSION   |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |   |       | ENEMY RESISTANCE |                                      |  | ENEMY LOS      |           |                    |               |
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |   | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|   |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT   |       |                  |                                      |  |                |           |                    | TOTAL TONNAGE |
| 328   | 0845             | Arm Recon       | Munster                  | 0950                                   | 2:10                   | 4000  | P-47            | 8                                   | 8                 | 6                         |         |                   |                    |                 |   |       |                  |                                      |  |                |           |                    |               |
| FC  | 0850             | "               | Rail Traffic             | 0955                                   | 2:00                   | 2000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    | 2               | 12-500 GP<br>4-460 LB<br>5-100 MP<br>3-4000 GP<br>12-500 GP<br>4-460 LB<br>4-100 MP<br>6-4000 GP  | 4.1   | Nil              |                                      |  |                |           |                    |               |
|   | 1120             | "               | A/T Zwickau              | 1235                                   | 2:00                   | 1000  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-500 GP<br>6-460 LB   | 4.1   | Nil              |                                      |  |                |           |                    |               |
|   | 1355             | "               | A/T M-0636               | 1440                                   | 1:50                   | 1500  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 12-500 GP<br>6-460 LB   | 5.9   | None             |                                      |  |                |           |                    |               |
|   | 1440             | "               | A/T Kaiserlautern        | 1755                                   | 1:30                   | 2500  | P-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 12-500 GP<br>4-460 LB<br>4-100 MP<br>17-4000 GP<br>8-500 GP<br>4-460 LB<br>3-100 MP<br>10-4000 GP | 4.1   | Nil              |                                      |  |                |           |                    |               |
|   | 1350             | Dive Bomb       | Depo R-290683            | 1440                                   | 1:50                   | 3000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 12-500 GP<br>3-100 MP<br>4-460 LB   | 3.0   | None             |                                      |  |                |           |                    |               |
|   | 1445             | "               | Depo QAA1797             | 1552                                   | 2:00                   | 2000  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-500 GP<br>3-100 MP<br>4-460 LB   | 4     | Total 2535       | None                                 |  |                |           |                    |               |
|   | 1625             | "               | Depo R-316418            | 1725                                   | 1:40                   | 2000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 12-500 GP<br>4-460 LB<br>3-100 MP<br>6-4000 GP  | 5.9   | 50 Cal           | Nil                                  |  |                |           |                    |               |
|   |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 4   | None  |                  |                                      |  |                |           |                    |               |
| SECRET  |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |   |       |                  |                                      |  |                |           |                    |               |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 107 DATE 21-2-45

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| POWER          |                       |                   |                     | ENEMY RESISTANCE |  | RESULTS OF MISSION                           |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        | REMARKS |                   |                  |                   |  |
|----------------|-----------------------|-------------------|---------------------|------------------|--|--|----------------|-----------|--------------------|--------------------|-------------------|------|------------------|----------------|-----------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| A/C<br>LOADING |                       | BOMB ON<br>TARGET | AMMO.               |                  |  | ENEMY LOSSES                                 |                |           |                    | LOSSES BY<br>CAUSE |                   |      |                  |                | CREW<br>MEMBERS |         |                  |        |         |                   |                  |                   |  |
| OTHER          | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE     | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED            | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS       | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |  |
| 15             | 16                    | 17                | 18                  | 19               | 20                                       | 21   | 22             | 23        | 24                 | 25                 | 26                | 27   | 28               | 29             | 30              | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38                                     |
| 12-500 GP      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-460 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 5-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 3-100 IB       | 4.1                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | Bldgs 8-0-10.                          |
| 12-500 GP      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-460 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-100 IB       | 4.1                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | HR Cars 10-0-9, Railcut-1, Bldg 2-0-0. |
| 6-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 12-500 GP      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-460 IB       | 5.9                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | HR Cars 25-0-30, Bldgs 5-0-3.          |
| 4-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 17-100 IB      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 8-500 GP       | 4.1                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Fair              |  |
| 4-460 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 3-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 10-100 IB      | 3.0                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Good              | HR Cars 10-0-10, Loss 1-0-0.           |
| 12-500 GP      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 3-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-460 IB       | 4.                    |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Fair              | Bldgs 3-0-0.                           |
| 12-500 GP      |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 4-460 IB       | 5.9                   |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Fair              |  |
| 4-100 IB       |                       |                   |                     |                  |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  |                   |  |
| 6-100 IB       | 4.                    |                   |                     | 111              |  |  |                |           |                    |                    |                   |      |                  |                |                 |         |                  |        |         |                   |                  | Fair              |  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 107 DATE 21-9-45

| MISSION     |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |             | ENEMY RESISTANCE |                                       |   | ENEMY LOSS     |           |                    |               |
|-------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.       | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|             |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |             |                  |                                       |   |                |           |                    | TOTAL TONNAGE |
| 1           | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17          | 18               | 19                                    | 20  | 21             | 22        | 23                 | 24            |
| 324         | 1720              | Dive Bomb       | Depot R-429324           | 1745                                    | 1:15                   | 1000   | F-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 14-500 GP<br>2-460 IB |             |                  |                                       |   |                |           |                    |               |
| 358<br>PO   | 1435              | Escort          | N/T Bad Munster          |   | 2:30                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 |                       | 3.9         |                  | M11                                   |   |                |           |                    |               |
|             | 1305              | "               | Bridge "                 |   | 2:55                   |  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |                       |             |                  | M11                                   | 1   |                |           |                    |               |
|             | 1350              | "               | "                        |   | 2:20                   |  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |                       |             | 160/50           | M11                                   |   |                |           |                    |               |
|             | 0745              | Close Coop      | BR Bridge G-587922       | 0910                                    | 2:20                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 1-500 GP              | .2          |                  | See-Lt                                |   |                |           |                    |               |
|             | 0800              | "               | Monneveir                | 0830                                    | 2:30                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP             | 9.          | Total            | Int-Lt                                |   |                |           |                    |               |
|             | 0820              | "               | N/T Stuttgart            | 0845                                    | 2:15                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 34-500 GP             | 8.5         | 42320            | See-Lt                                |   |                |           |                    |               |
|             | 0950              | "               | G-573718                 | 1020                                    | 2:00                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 33-500 GP             | 8.2         | 50 Cal           | Int-Lt                                |   |                |           |                    |               |
|             |                   |                 |                          |   |                        |  |                 | F-47                                | 11                | 11                        | 11      |                   |                    |                 | 30-500 GP             | 7.5         |                  | See-Lt                                |   |                |           |                    |               |
|             | 1445              | "               | Dump G-600820            | 1545                                    | 2:30                   |  | F-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 30-500 GP             |             |                  |                                       |   |                |           |                    |               |
|             | 1125              | "               | N/T Mannheim             | 1150                                    | 2:35                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 8-460 IB<br>33-500 GP | 11.5<br>8.2 |                  | See-Lt<br>See-Lt                      |   |                |           |                    |               |
|             | 1710              | "               | Worms                    | 1740                                    | 1:25                   |  | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 31-500 GP             | 7.7         |                  | See-Lt                                |   |                |           |                    |               |
|             | 1645              | Dive Bomb       | Dump G-7041              | 1745                                    | 1:30                   |  | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 25-500 GP             | 8.7         | 2945/50          | Int-Lt                                |   |                |           |                    |               |
| 17<br>NO    | 1350              | Precision       | BR Bridge Bad Munster    | 1600                                    | 3:40                   | 13000  | B-26            | 26                                  | 26                | 26                        |         |                   |                    |                 | 144-500 GP            | 36.         |                  | M11                                   |   |                |           |                    |               |
| 320<br>NO   | 1320              | "               | Bridge R-4077343         | 1517                                    | 3:40                   | 12000  | B-26            | 26                                  | 26                | 26                        |         |                   |                    |                 | 144-500 GP            | 36.         |                  | M11                                   |   |                |           |                    |               |
|             | 1240              | "               | BR Bridge M-083351       | 1407                                    | 3:25                   | 11500  | B-26            | 27                                  | 27                | 27                        |         |                   |                    |                 | 130-500 GP            | 34.7        |                  | M11                                   |   |                |           |                    |               |
|             | 1240              | "               | N/T M-081349             | 1432                                    | 3:25                   | 12000  | B-26            | 3                                   | 3                 | 3                         |         |                   |                    |                 | 8-500 GP              |             |                  |                                       |   |                |           |                    |               |
|             | 1210              | "               | BR Bridge M-083351       | 1510                                    | 4:15                   | 11600  | B-26            | 27                                  | 27                | 27                        |         |                   |                    |                 | 40-100 GP             | 4.          |                  | M11                                   |   |                |           |                    |               |
|             | 1210              | "               | N/T M-081349             | 1446                                    | 4:15                   | 12000  | B-26            | 2                                   | 2                 | 2                         |         |                   |                    |                 | 144-500 GP            | 36.         |                  | M11                                   |   |                |           |                    |               |
| 111<br>T.A. | 0730              | Tan Bomb        | Karlruhe Area            | 0745                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 | 60-100 GP             | 3.          |                  | M11                                   |   |                |           |                    |               |
|             | 0730              | "               | London Area              | 0755                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |             |                  | M11                                   |   |                |           |                    |               |
|             | 0730              | "               | Scarlsruhe Area          | 0750                                    | 2:05                   |  | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |             |                  | M11                                   |   |                |           |                    |               |
|             | 1015              | "               | "                        | 1030                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |             |                  | Int-Lt                                |   |                |           |                    |               |
|             | 1030              | "               | Stuttgart Area           | 1045                                    | 1:30                   |  | F-6             | 2                                   | 2                 | 2                         |         |                   |                    |                 |                       |             |                  | M11                                   |   |                |           |                    |               |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

~~SECRET~~

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

[illegible]

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 107 DATE 2-2-45

| MISSION     |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                     |               | ENEMY LOSSES                          |   |                |           |                    |
|-------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP       | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |                    |
|             |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
| 1           | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19                  | 20            | 21                                    | 22  | 23             | 24        |                    |
| 111<br>T.R. | 1015              | Photo Recon     | Homburg Area             | 1030                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1315              | "               | Wiesbaden Area           | 1330                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1315              | "               | Frankfurt Area           | 1330                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1330              | "               | Magnum Area              | 1345                                    | 2:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1445              | "               | Homburg Area             | 1505                                    | 2:50                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1600              | "               | Heidelberg Area          | 1615                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1600              | "               | Rastatt Area             | 1620                                    | 2:10                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1615              | "               | Bitsch Area              | 1630                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 162<br>T.R.       | 0750            | "                        | Area "A"                                | 0810                   | 1:10   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             |                   | 0745            | "                        | " "D"                                   | 0800                   | 2:00   |                 | F-6                                 | 2                 | 2                    | 2                         |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 0755        |                   | "               | Route #2                 | 0810                                    | 1:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 0755        |                   | "               | Area "C"                 | 0810                                    | 1:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1050        |                   | "               | Area "A"                 | 1110                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1110        |                   | "               | Area "D"                 | 1135                                    | 2:25                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1055        |                   | "               | Route #2                 | 1115                                    | 1:40                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1140        |                   | "               | Area "C"                 | 1200                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1400        |                   | "               | " "A"                    | 1420                                    | 2:10                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 1330        |                   | "               | " "D"                    | 1350                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
| 14          | 1315              | "               | Route #2                 | 1335                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1435              | "               | Area "A"                 | 1450                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1430              | "               | " "A"                    | 1505                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1600              | "               | " "A"                    | 1615                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1600              | "               | " "D"                    | 1615                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1610              | "               | Route #2                 | 1630                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1500              | Photo Recon     | Black Coverage           | 1530                                    | 2:50                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1445              | "               | "                        | 1500                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1445              | "               | "                        | 1515                                    | 1:30                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |
|             | 1445              | "               | "                        | 1530                                    | 2:00                   |  | F-5             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |                     |               |                                       |   |                |           |                    |

SECRET



THIS PAGE IS UNCLASSIFIED

~~SECRET~~

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

THIS PAGE IS UNCLASSIFIED

**SECRET**

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO 107 DATE 2-2-45

| MISSION |                   | OBJECTIVE       | OPER. FACTORS            |   | ATTACKING POWER        |  |             |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       | ENEMY LOSSES  |                                       |   |                |           |                    |               |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |               |                                       |   |                |           |                    | TOTAL TONNAGE |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24            |
| 24      | 1445              | Photo Recon     | Black Coverage           | 1520                                    | 1:15                   |  | F-5         | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |
| 24      | 1450              | •               | •                        | 1520                                    | 1:20                   |  | F-5         | 1                                   | 1                 | 1                         | 1       |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |
|         | 1450              | •               | •                        | 1545                                    | 2:05                   |  | F-5         | 1                                   | 1                 | 1                         | 1       |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |
|         | 1450              | •               | •                        | 1545                                    | 2:05                   |  | F-5         | 1                                   | 1                 | 1                         | 1       |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |
|         | 1445              | •               | •                        | 1530                                    | 1:20                   |  | F-5         | 1                                   | 1                 | 1                         | 1       |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |
|         | 1455              | •               | •                        | 1545                                    | 2:00                   |  | F-5         | 1                                   | 1                 | 1                         | 1       |                   |                    |                 |                       |       |               |                                       |   |                |           |                    |               |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

| FIRST TACTICAL AIR FORCE (PROV.)           |       |                       |               |                     |                  |                                      |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        | SECRET  |                   | SECRET           |                   |    |
|--|-------|-----------------------|---------------|---------------------|------------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| OPERATIONS REPORT FORM 34                  |       |                       |               |                     |                  |                                      |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |    |
| OPERATION NO <u>107</u> DATE <u>2-2-45</u> |       |                       |               |                     |                  |                                      |  |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  |                   |    |
| ENGINE POWER                               |       |                       |               |                     | ENEMY RESISTANCE |                                      |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         |                  |        | REMARKS |                   |                  |                   |    |
| A/C ATTACKING                              |       | BOMBS ON TARGET       |               | AMMO.               |                  |                                      |  | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |                  |        |         |                   |                  |                   |    |
| MECHANICAL FAILURE                         | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 14   | 15    | 16                    | 17            | 18                  | 19               | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|  |       |                       |               |                     | ALL              | ALL                                  | ALL                                      |                    |           |                    |         |                   |      |                  |                |              |         |                  |        |         |                   |                  | No Photos Taken.  |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. ~~100~~ DATE ~~2-2-55~~

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSS                                |                |           |                    |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 27      | 1500              | Par Drop        | Strasbourg               |   | 2:15                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               | Total            | 111           |                                       |   |                |           |                    |
| 70      | 1530              | "               | "                        |   | 2:50                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               | 1160             |               |                                       |   |                |           |                    |
| 50      | 0920              | Dive Bomb       | Dump A-531427            |   | 1:40                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP             |               |                  |               |                                       |   |                |           |                    |
| 70      | 0930              | "               | Rail Traffic             |   | 1:40                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 8-460 LB              | 5.8           | Total            | 111           |                                       |   |                |           |                    |
|         | 0940              | "               | G-7590                   |   | 1:45                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 16-500 GP             | 5.8           | 20620            | 111           |                                       |   |                |           |                    |
|         | 1200              | "               | M/X W770872              |   | 1:50                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 6-460 LB              | 5.4           | 50 Cal           | 111           |                                       |   |                |           |                    |
|         | 1225              | "               | Rail Traffic             |   | 1:45                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1210              | "               | E-695765                 |   | 1:30                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1235              | "               | E-483690                 |   | 2:15                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1210              | "               | Rail Traffic             |   | 1:20                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1240              | "               | "                        |   | 1:45                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1510              | "               | "                        |   | 1:30                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1515              | "               | M A-71420 W-977850       |   | 2:00                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1425              | "               | E-630741                 |   | 1:30                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |
|         | 1540              | "               | M/X E-491719             |   | 1:40                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                  | 111           |                                       |   |                |           |                    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 208 DATE 20-2-45

SECRET

SECRET

AUTH. CO. 1ST TAC AF (P)  
 DATE 20-2-1945  
 INIT.

| BACKING POWER             |                    |       |                                      |               | ENEMY RESISTANCE                   |                  |                                      | RESULTS OF MISSION                       |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         | REMARKS           |    |   |                                       |
|---------------------------|--------------------|-------|--------------------------------------|---------------|------------------------------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|--------------|------------------|--------|---------|-------------------|----|---|---------------------------------------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET                      |               | AMMO.                              | ENEMY RESISTANCE |                                      |  | ENEMY LOSSES   |           |                    |         | LOSSES BY CAUSE   |      |                  |                |           | CREW MEMBERS |                  |        |         | DEGREE OF SUCCESS |    |   |                                       |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT                | TOTAL TONNAGE | AMMUNITION EXPENDED                | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED | MISSING |                   |    | WOUNDED SERIOUSLY   | WOUNDED SLIGHTLY                      |
| 13                        | 14                 | 15    | 16                                   | 17            | 18                                 | 19               | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31           | 32               | 33     | 34      | 35                | 36 | 37  | 38                                    |
|                           |                    |       |                                      |               | Total All<br>1160<br>50 Cal Ins-As |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        |         |                   |    |   |                                       |
|                           |                    |       | 16-500 GP<br>8-460 IB                | 5.8           | Total Map-Ins-As                   |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Fair    |                   |    | Bridge 3-0-3.   |                                       |
|                           |                    |       | 16-500 GP<br>8-460 IB                | 5.8           | 20620 All                          |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | RR Cars 15-0-5, Railouts-6.   |                                       |
|                           |                    |       | 20-Railouts<br>16-500 GP<br>8-460 IB | 5.4           | 50 Cal All                         |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Railouts-3.   |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | All                                |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | M/T-1, Railouts-3, Bridge 1-0-0.  |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | All                                |                  |                                      | Good                                     | JUL-80         |           |                    | 1       |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Loss 1-0-0, RR Cars 35-0-15, RR 20-0-0, Omaha 3-0-0, Railouts-3.                        |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | All                                |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Uncn.   |                   |    |   |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | Map-Ins-As                         |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Railout-2, RR Cars 8-0-0, Bridge 4-0-0.   |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | All                                |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Railouts-3, RR Cars 8-0-0, Bridge 0-0-2.  |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | Ins-Ins-As                         |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Fair    |                   |    | Railout-2.  |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | Ins-Ins-As                         |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Loss 2-0-1, RR Cars 11-0-15, M/T-1, Railout-2, Roadblock-1, Tunnel 0-0-1, Bridge 2-0-0. |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | All                                |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | Bridge 0-0-1, Railouts-3, Loss 4-0-0, RR Cars 2-0-0, Bridge 3-0-0.                      |                                       |
|                           |                    |       | 16-500 GP                            | 4.            | Map-Ins-As                         |                  |                                      |  |                |           |                    | 1       |                   |      |                  |                | 1         |              |                  |        | 1       |                   |    | Fair  | Loss 0-0-1, Railout-1, RR Cars 4-0-0. |
|                           |                    |       | 16-500 GP                            | 4.            | Map-Ins-As                         |                  |                                      |  |                |           |                    |         |                   |      |                  |                |           |              |                  |        | Good    |                   |    | RR Cars 15-0-5, Railouts-3, Bridge 2-0-0.   |                                       |

SECRET

- 2 -

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 108 DATE 22-2-45

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           |                    |                     |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |                                      |  |                |           |                    | AMMUNITION EXPENDED |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17            | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24                  |
| 50      | 1430             | Dive Bomb       | Rail Traffic             |  | 1:30                   |   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             | 4             |                  | Mod-10-18                            |  |                |           |                    |                     |
| 50      | 1525             | "               | "                        |  | 2:00                   |   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             |               |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1650             | "               | "                        |  | 1:35                   |   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 12-Rocket             | 4             |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1645             | "               | "                        |  | 1:50                   |   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             | 4             |                  | Int-10-18                            |  |                |           |                    |                     |
| 524     | 0750             | Arm Recon       | Rail Traffic             | 0850                                   | 2:00                   | 1000  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 15-500 GP             | 3-7           |                  | Int-10-18                            |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 24-500 GP             | 6             | Total            | Int-10-18                            |  |                |           |                    |                     |
| 50      | 0815             | "               | "                        | 0845                                   | 2:05                   | 3000  | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 22-500 GP             |               |                  |                                      |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 6-100 HP              | 5.5           | 18230            | Int-10-18                            |  |                |           |                    |                     |
|         | 0820             | "               | Bridge Q-417844          | 0900                                   | 1:50                   | 1500  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             |               |                  |                                      |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 4-100 HP              |               |                  |                                      |  |                |           |                    |                     |
|         | 0825             | "               | Rail Traffic             | 0915                                   | 1:50                   | 1500  | P-47            | 6                                   | 6                 | 6                         |         |                   |                    |                 | 12-Rocket             | 4.2           | 50 Cal           | Int-10-18                            |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 12-500 GP             |               |                  |                                      |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 1-100 HP              | 3             |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1030             | "               | Rail Traffic             | 1105                                   | 1:10                   | 1000  | P-47            | 12                                  | 12                | 11                        |         |                   |                    | 1               | 16-500 GP             | 5.5           |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1200             | "               | "                        | 1300                                   | 1:45                   | 3000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             | 4             |                  | Int-10-18                            |  |                |           |                    |                     |
|         | 1200             | Dive Bomb       | "                        | 1300                                   | 1:45                   | 1000  | P-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 16-500 GP             | 3-7           | Total            | Int-10-18                            |  |                |           |                    |                     |
|         | 1205             | "               | "                        | 1300                                   | 2:00                   | 500   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             | 4             | 29040            | Int-10-18                            |  |                |           |                    |                     |
|         | 1210             | "               | "                        | 1440                                   | 2:00                   | 1000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP             |               |                  |                                      |  |                |           |                    |                     |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 12-Rocket             | 4             | 50 Cal           | Int-10-18                            |  |                |           |                    |                     |
|         | 1225             | "               | "                        | 1300                                   | 1:10                   | 3000  | P-47            | 6                                   | 6                 | 6                         |         |                   |                    |                 | 12-500 GP             | 3             |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1225             | "               | "                        | 1300                                   | 1:30                   | 1000  | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 15-500 GP             | 3-7           |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1430             | "               | "                        | 1515                                   | 1:30                   | 1000  | P-47            | 6                                   | 6                 | 6                         |         |                   |                    |                 | 12-500 GP             | 3             |                  | Mod-10-18                            |  |                |           |                    |                     |
|         | 1500             | "               | Bridge Q-487948          | 1540                                   | 1:20                   | 3000  | P-47            | 6                                   | 6                 | 5                         |         |                   |                    | 1               | 16-500 GP             | 8.5           |                  | Int-10-18                            |  |                |           |                    |                     |

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 108 DATE 22-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                       |               |                     |               |                                      |  | ENEMY RESISTANCE |           | RESULTS OF MISSION |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |  |   |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|--|---|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      | ENEMY LOSSES                             |                  |           | LOSSES BY CAUSE    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |  |   |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE   | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS  |   |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22               | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37   | 38  |
|                           |                   |                    |       | 16-500 GP             | 4.            |                     | Mod-A-1-1     |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         | 1                |        |         |                   | Good             | Railcuts-5, RR Cars 0-0-8, Bldgs 1-0-0.                          |   |
|                           |                   |                    |       | 16-500 GP             |               |                     | Mod-A-1-1     |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         | 1                |        |         |                   | Good             | Railcuts-8, RR Cars 10-0-0, MT 0-0-1, Bridge 0-1-0, Roadblock-1. |   |
|                           |                   |                    |       | 12-500 GP             | 4.            |                     | Int-1-1-1     |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   | Good             | M/I-1, RR Cars 15-0-5, Bldgs 5-0-2.                              |   |
|                           |                   |                    |       | 15-500 GP             | 3.7           |                     | Int-1-1-1     |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   | Fair             | M/I-1, Railcuts-2.   |   |
|                           |                   |                    |       | 16-500 GP             | 6.            | Total               | Int-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         | 2                |        |         |                   | Good             | Loss 1-0-1, RR Cars 21-0-3, MT 4-0-0.                            |   |
|                           |                   |                    |       | 22-500 GP             |               |                     |               |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |  |   |
|                           |                   |                    |       | 6-100 WP              | 5.5           | 18230               | Int-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Railcut-2, Loss 0-0-4, RR Cars 6-0-4.     |
|                           |                   |                    |       | 16-500 GP             |               |                     |               |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |  |   |
|                           |                   |                    |       | 4-100 WP              |               |                     |               |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |  |   |
|                           |                   |                    |       | 12-500 GP             | 4.2           | 50 Cal              | Nil           |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Bridge 1-0-0, Loss 2-0-0, RR Cars 0-0-20. |
|                           |                   |                    |       | 12-500 GP             |               |                     |               |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |  |   |
|                           |                   |                    |       | 1-100 WP              | 3.            |                     | Mod-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Loss 1-0-0, Railcut-1, RR Cars 4-0-3.     |
| 1                         |                   |                    |       | 16-500 GP             | 5.5           |                     | Mod-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Loss 7-0-0, RR Cars 14-0-8.               |
|                           |                   |                    |       | 16-500 GP             | 4.            |                     | Nil           |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair   | Railcuts-2, Roadblock-1.                  |
|                           |                   |                    |       | 16-500 GP             | 3.7           | Total               | Int-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Railcuts-3.                               |
|                           |                   |                    |       | 16-500 GP             | 4.            | 29040               | Int-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Railcuts-5, Bldgs 3-0-0.                  |
|                           |                   |                    |       | 12-500 GP             | 4.            | 50 Cal              | Nil           |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Railcuts-4.                               |
|                           |                   |                    |       | 12-500 GP             | 3.            |                     | Nil           |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair   | Railcut-1.                                |
|                           |                   |                    |       | 15-500 GP             | 3.7           |                     | Mod-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair   | Railcuts-2, Bldgs 5-0-0.                  |
|                           |                   |                    |       | 12-500 GP             | 3.            |                     | Mod-1-1       |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good   | Railcuts-4, RR Cars 0-0-3, MT 0-0-3.      |
| 1                         |                   |                    |       | 10-500 GP             | 2.5           |                     | Nil           |                                      |  |                  |           |                    |         |                   |      |                  |                |           |         | 1                |        |         |                   |                  | Good   | Bridge 0-0-1, Railcut-2.                  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. ~~106~~ DATE ~~22-1-55~~

| MISSION |      |                   |          |                 |      |                          |      |   |   |                        | OBJECTIVE |  |  |          | OPER. FACTORS |  |                           | ATTACKING POWER |  |  |                 |  |       |  |               |  |                                       | ENEMY RESISTANCE |   | ENEMY LOSSES |                |  |           |  |                    |  |         |  |    |  |    |  |    |  |    |  |    |  |    |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------|------|-------------------|----------|-----------------|------|--------------------------|------|---|---|------------------------|-----------|--|--|----------|---------------|--|---------------------------|-----------------|--|--|-----------------|--|-------|--|---------------|--|---------------------------------------|------------------|---|--------------|----------------|--|-----------|--|--------------------|--|---------|--|----|--|----|--|----|--|----|--|----|--|----|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| GROUP   |      | TIME OF TAKE OFF. |          | TYPE OF MISSION |      | DESCRIPTION OF OBJECTIVE |      | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. |   | AVERAGE TIME OF FLIGHT |           | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. |  | AIRCRAFT |               |  | REASONS A/C NOT ATTACKING |                 |  |  | BOMBS ON TARGET |  | AMMO. |  | ANTI-AIRCRAFT |  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. |                  | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |              | LOSSES BY TYPE |  | DESTROYED |  | PROBABLY DESTROYED |  | DAMAGED |  |    |  |    |  |    |  |    |  |    |  |    |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1       |      | 2                 |          | 3               |      | 4                        |      | 5                                       |   | 6                      |           | 7  |  | 8        |               |  | 9                         |                 |  |  | 10              |  | 11    |  | 12            |  | 13                                    |                  | 14  |              | 15             |  | 16        |  | 17                 |  | 18      |  | 19 |  | 20 |  | 21 |  | 22 |  | 23 |  | 24 |  | 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 328 PG  | 1445 | Dive Bomb         | R-719465 | 1515            | 1:50 | 1000                     | F-47 | 7                                       | 7 | 7                      |           |  |  |          |               |  |                           |                 |  |  |                 |  |       |  |               |  |                                       |                  |   |              |                |  |           |  |                    |  |         |  |    |  |    |  |    |  |    |  |    |  |    |  |    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 108 DATE 22-1-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |                   |    |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.            |                     |                    | ENEMY LOSSES                         |  |                |           | LOSSES BY CAUSE    |         |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |                   |    |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21                                       | 22             | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38 |
|                           |                   |                    |       | 14-500 GP             | 3.5              |                     | All                |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 18-500 GP             | 4.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 24-500 GP             |                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 14-500 GP             | 3.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 12-500 GP             | 3.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 8-500 GP              | 2.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 14-500 GP             | 3.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 24-500 GP             |                  |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 17-500 GP             | 6.               |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 14-500 GP             | 3.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 44-500 GP             | 11.5             | Total               |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 44-500 GP             | 11.              | 19035               |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 48-500 GP             | 12.              | 50 Cal              |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 18-500 GP             | 4.5              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 48-500 GP             | 12.              | Total               |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 44-500 GP             | 11.              | 12275               |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 44-500 GP             | 11.              | 50 Cal              |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 45-500 GP             | 11.2             |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 48-500 GP             | 12.              |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |
|                           |                   |                    |       | 46-500 GP             | 11.5             |                     |                    |                                      |  |                |           |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 100 DATE 22-0-45

| MISSION     |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |   |    |    |                           |    |    |    |                 |        | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                             |                |           |                    |         |
|-------------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|---|----|----|---------------------------|----|----|----|-----------------|--------|------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|---------|
| GROUP       | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |   |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |        | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
| 1           | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9 | 10 | 11 | 12                        | 13 | 14 | 15 | 16              | 17     | 18               | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25      |
| 17<br>BC    | 1050             | Precision       | BRIDGE W/ 2179           | 1310                                   | 3:55                   | 11500                                       | B-26            | 6 | 6  | 1  | 4                         |    | 1  |    | 6-500 GP        | 2.0    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | BR W/ 742035             | 1310                                   | 3:40                   | 9000  | B-26            | 6 | 6  |    |                           |    | 1  |    | 40-500 GP       | 10.0   |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | BR W/ 851030             | 1305                                   | 3:40                   | 10000                                       | B-26            | 6 | 6  | 5  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | BR W/ 8868               | 1311                                   | 3:15                   | 7800  | B-26            | 7 | 7  | 5  |                           |    | 2  |    | 40-500 GP       | 10.    |                  |               |                                      |  |                |           |                    |         |
|             | 1105             | "               | BR W/ 623622             | 1310                                   | 3:25                   | 10200                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | BR W/ 876508             | 1310                                   | 3:40                   | 10600                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | Road W/ 820677           | 1306                                   | 3:55                   | 10800                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | BR W/ 827653             | 1306                                   | 3:55                   | 11300                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1050             | "               | W/ 827653                | 1318                                   | 3:55                   | 11600                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1150             | "               | BR W/ 959575             | 1331                                   | 3:10                   | 10500                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1155             | "               | W/ 455475                | 1332                                   | 3:10                   | 10300                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 41-500 GP       | 10.2   |                  |               |                                      |  |                |           |                    |         |
|             | 1200             | "               | W/ 455475                | 1331                                   | 3:10                   | 10200                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1205             | "               | W/ 455204                | 1406                                   | 3:05                   | 10000                                       | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1210             | "               | W/ 658250                | 1420                                   | 3:00                   | 9800  | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1210             | "               | W/ 331227                | 1422                                   | 3:05                   | 8600  | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1220             | "               | W/ 054089                | 1405                                   | 3:08                   | 5600  | B-26            | 7 | 7  | 7  |                           |    |    |    | 54-500 GP       | 14.    |                  |               |                                      |  |                |           |                    |         |
|             | 1225             | "               | W/ 986137                | 1423                                   | 3:00                   | 6300  | B-26            | 6 | 6  | 6  |                           |    |    |    | 40-500 GP       | 12.    |                  |               |                                      |  |                |           |                    |         |
|             | 1230             | "               | BR W/ 032340             | 1407                                   | 3:05                   | 5900  | B-26            | 7 | 7  | 7  |                           |    |    |    | 54-500 GP       | 14.    |                  |               |                                      |  |                |           |                    |         |
| 111<br>T.R. | 0810             | The Moon        | Karlruhe Area            | 0810                                   | 1:10                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 0810             | "               | Hagenau Area             | 0810                                   | 1:20                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 0800             | "               | Annweiler Area           | 0820                                   | 1:45                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 | 450/50 |                  |               |                                      |  |                |           |                    |         |
|             | 1025             | "               | Saarbrücken Area         | 1040                                   | 1:35                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 1030             | "               | Heidelberg Area          | 1042                                   | 1:20                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 | 400/50 |                  |               |                                      |  |                |           |                    |         |
|             | 1030             | "               | Kehl Area                | 1053                                   | 1:25                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 1345             | "               | Strasbourg Area          | 1400                                   | 1:30                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 1340             | "               | Offenburg Area           | 1354                                   | 2:30                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 1330             | "               | Saarland Area            | 1345                                   | 1:00                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |
|             | 1330             | "               | Rehlat Area              | 1350                                   | 1:20                   |   | F-6             | 2 | 2  | 2  |                           |    |    |    |                 |        |                  |               |                                      |  |                |           |                    |         |

SECRET

NOT A ROAD TO TRUTH ACCEPTED

**SECRET**

~~SECRET~~

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

[illegible]

**SECRET**

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 10 DATE 22-45

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |   |    |                           |    |    |    |                 | ENEMY RESISTANCE |       |               | ENEMY LOSSES                         |  |                |           |                    |    |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|---|----|---------------------------|----|----|----|-----------------|------------------|-------|---------------|--------------------------------------|--|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |   |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |                  | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9 | 10 | 11                        | 12 | 13 | 14 | 15              | 16               | 17    | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24 |
| 111     | 1330             | Tac Recon       | Mannheim Area            | 1350                                   | 2:45                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       | 250/50        | None/10-14                           |  |                |           |                    |    |
| TR      | 1440             | "               | Nuremberg Area           | 1505                                   | 1:05                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1600             | "               | Bedminster Area          | 1615                                   | 2:05                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1615             | "               | Karlsruhe Area           | 1640                                   | 1:50                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1545             | "               | Neulach Area             | 1600                                   | 1:45                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1600             | "               | Stuttgart Area           | 1615                                   | 2:15                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
| 162     | 0725             | "               | Area "D"                 | 0750                                   | 2:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       | 1700/50       | None-10-14                           | 40                                       | 2              | NE 109    | 6                  | 0  |
| TR      | 0800             | "               | Route #2                 | 0820                                   | 1:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 0845             | "               | Area "C"                 | 0900                                   | 2:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1015             | "               | Area "A"                 | 1035                                   | 2:15                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1015             | "               | Area "B"                 | 1035                                   | 1:35                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1005             | "               | Route #2                 | 1020                                   | 2:15                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1050             | "               | Areas "A & C"            | 1120                                   | 2:15                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1130             | "               | Area "C"                 | 1150                                   | 2:30                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1350             | "               | Area "A"                 | 1420                                   | 1:15                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1330             | "               | Area "E"                 | 1350                                   | 1:40                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1335             | "               | Neulach Area             | 1400                                   | 2:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1335             | "               | Stuttgart Area           | 1410                                   | 2:00                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1550             | "               | Stuttgart Area           | 1610                                   | 1:45                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1555             | "               | Karlsruhe Area           | 1615                                   | 1:30                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1600             | "               | Neulach Area             | 1625                                   | 1:45                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1630             | "               | Area "A"                 | 1650                                   | 1:30                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1655             | "               | Area "D"                 | 1715                                   | 1:30                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1635             | "               | Route #2                 | 1655                                   | 1:30                   |   | F-6             | 2 | 2  | 2                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
| 24      | 1050             | Photo Recon     | Block Coverage           | 1050                                   | 1:30                   |   | F-5             | 1 | 1  | 1                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
| FR      | 1030             | "               | "                        | 1100                                   | 2:00                   |   | F-5             | 1 | 1  | 1                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1025             | "               | "                        | 1050                                   | 1:20                   |   | F-5             | 1 | 1  | 1                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1025             | "               | "                        | 1050                                   | 1:20                   |   | F-5             | 1 | 1  | 1                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |
|         | 1045             | "               | "                        | 1110                                   | 1:10                   |   | F-5             | 1 | 1  | 1                         |    |    |    |                 |                  |       |               |                                      |  |                |           |                    |    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO 10 DATE 12-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |    |    |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|----|----|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.               |               |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |    |    |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |    |
| 12                        | 13                | 14                 | 15    | 16                    | 17                  | 18            | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32      | 33      | 34                | 35               | 36                | 37 | 38 |
|                           |                   |                    |       |                       | 250/50              | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 1700/50       | 100/10-14                            | 40                                       | 2              | 100       | 6                  | 0               | 1                 |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |
|                           |                   |                    |       |                       |                     | 100/10-14     |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |    |





THIS PAGE IS UNCLASSIFIED

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 107 DATE 27-2-45

| SECRET   |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |               |                     |               |                                      |  |                |           |
|----------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|
| MISSION  |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |               | ENEMY RESISTANCE    |               |                                      |  |                |           |
| GROUP    | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.         | ANTI-AIRCRAFT       |               | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |
|          |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT |                                      |  |                |           |
| 1        | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        |
| 27       | 1340             | Arm Recon       | Ball Traffic             | 1525                                   | 2:20                   |   | P-47            | 12                                  | 1                 | 1                         |         |                   |                    |                 |                       |               |                     |               |                                      |  |                |           |
| 70       | 1325             | Dive Bomb       | M/T Harb                 | 1430                                   | 3:30                   |   | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 16-500 GP             |               |                     |               |                                      |  |                |           |
| 50<br>70 | 1330             | "               | "                        |  |                        |   | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-500 HLL            | 7.            | Total Int-As-14     |               |                                      |  |                |           |
|          | 1225             | Recon           | Dump R-531247            | 3:25                                   |                        |   | P-47            | 12                                  | 12                | 11                        |         |                   |                    |                 | 16-500 GP             |               |                     |               |                                      |  |                |           |
|          | 1250             | "               | "                        | 1:55                                   |                        |   | P-47            | 25                                  | 15                | 14                        |         |                   | 1                  |                 | 10-500 HLL            | 6.5           | 650 400-lb          |               |                                      |  |                |           |
|          | 1415             | Leaflet         | Breakdown Area           | 1:50                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   | 1                  |                 | 15-500 GP             | 3-7           | 50 Cal Int-As-14    |               |                                      |  |                |           |
|          | 0925             | Dive Bomb       | R-364967                 | 1:05                                   |                        |   | P-47            | 4                                   | 4                 | 4                         |         |                   |                    |                 |                       |               | 411                 |               |                                      |  |                |           |
|          |                  |                 |                          | 2:00                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |                       |               | 411                 |               |                                      |  |                |           |
|          | 0900             | "               | RMBridge R-351287        | 2:30                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 10-500 GP             |               |                     |               |                                      |  |                |           |
|          | 1225             | "               | " R-351287               | 2:20                                   |                        |   | P-47            | 16                                  | 16                | 15                        |         |                   |                    |                 | 8-460 IB              | 6.9           | Total Int-As-14     |               |                                      |  |                |           |
|          | 1520             | "               | " R-351287               | 1:55                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   | 1                  |                 | 30-500 GP             | 9.            | 20440 Int-As-14     |               |                                      |  |                |           |
|          | 0910             | "               | Dump Q-609822            | 2:00                                   |                        |   | P-47            | 14                                  | 14                | 14                        |         |                   |                    |                 | 36-500 GP             | 9.            | 50 Cal Int-As-14    |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 4-200 HLL             | 7.5           | Int-As-14           |               |                                      |  |                |           |
|          | 1545             | "               | Dump Q-609833            | 2:05                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 16-500 GP             |               |                     |               |                                      |  |                |           |
|          | 1605             | "               | Dump R-5314-7            | 1:55                                   |                        |   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 8-460 IB              | 5.8           | Int-As-14           |               |                                      |  |                |           |
| 324      | 0815             | Arm Recon       | Q-609822                 | 0955                                   | 1:05                   | 1000  | P-47            | 14                                  | 14                | 14                        |         |                   |                    |                 | 24-500 GP             | 5.8           | 411                 |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   | P-47            | 14                                  | 14                | 14                        |         |                   |                    |                 | 16-500 GP             | 5.8           | Int-As-14           |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   | P-47            | 14                                  | 14                | 14                        |         |                   |                    |                 | 8-460 IB              | 5.8           | Int-As-14           |               |                                      |  |                |           |
| 70       | 1030             | "               | R-230680                 | 11:20                                  | 1:50                   | 2000  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 24-500 GP             |               |                     |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 12-260 Frag           |               |                     |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 9-100 WP              | 8.            | Total Int-As-14     |               |                                      |  |                |           |
|          |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 24-500 GP             | 6.            | 10420 Int-As-14     |               |                                      |  |                |           |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 107 DATE 10 March 1945

SECRET

SECRET

AUTH CO. 1st TAF (P.)  
 DATE 10 March 1945  
 INIT.

| ATTACKING POWER           |                    |       |  |  | ENEMY RESISTANCE   |                                      | RESULTS OF MISSION                       |                |           |                    |                 |                   |      |                  |                |           |         |                  |        | REMARKS |                   |                  |   |  |    |
|---------------------------|--------------------|-------|--|--|--|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|---|--|----|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET  | AMMO.                                      |  |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  | CREW MEMBERS   |           |         |                  |        |         |                   |                  |   |  |    |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT  | AMMUNITION EXPENDED                        | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS                                       |  |    |
| 13                        | 14                 | 15    | 16   | 17   | 18   | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29        | 30      | 31               | 32     | 33      | 34                | 35               | 36  | 37   | 38 |
|                           |                    |       | 16-500 GP<br>12-500 HEB<br>16-500 GP<br>10-500 HEB<br>12-500 GP  | 7.<br>6.5<br>3.7                           | Total Int-Ac-Lt<br>6300 HEB-12<br>50 Cal HEB-Ac-Lt<br>All<br>All<br>All                        |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good<br>Good<br>Unobs.                                  | RR Cars 35-0-40, Hdg 0-0-1.<br>Locs 2-0-1, RR Cars 3-0-2.<br>Unventful.<br>Dropped 3 A-74 & 6 25-04<br>Propaganda Bombs.   |    |
|                           |                    |       | 16-500 GP<br>6-460 IB<br>8-460 Frag<br>36-500 GP   | 6.9<br>9.                                  | Total HEB-12<br>25440 Int-Ac-Lt  |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Fair<br>Good  | Hdg 3-0-0.<br>Bridge 0-0-1, M/Y 0-0-1, Hdg<br>10-0-0.  |    |
|                           |                    |       | 36-500 GP<br>4-460 IB<br>30-500 GP<br>16-500 GP<br>8-460 IB<br>24-460 IB<br>16-500 GP<br>8-460 IB<br>16-500 GP<br>8-460 IB<br>24-500 GP<br>12-260 Frag<br>9-100 W<br>24-500 GP | 9.<br>7.5<br>5.8<br>5.8<br>5.8<br>8.<br>6. | 50 Cal Int-Ac-Lt<br>Int-Ac-Lt<br>HEB-12-Lt<br>All<br>HEB-12-Lt<br>Total HEB-Lt<br>10420 Int-Lt |                                      |  |                |           |                    |                 |                   |      |                  |                |           |         |                  |        |         |                   |                  | Good<br>Poor<br>Good<br>Good<br>V. Good<br>Good<br>Poor | Bridge 0-0-1, M/Y 4-0-4, RR Cars<br>2-0-12, Hdg 0-0-1.<br>M/Y-1, Railroad-1.<br>Bridges 8-0-0, Railroad-3.<br>Dump 0-0-1, Hdg 5-0-0, M/Y 1-0-0.<br>Target Completely Destroyed.<br>Hdg 15-0-0.<br>Railroad-1, Hdg 1-0-0. |    |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. DATE

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       | ENEMY RESISTANCE      |               |                   |                                       | ENEMY LOSSES                              |                |           |                    |                     |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|-------------------|---------------------------------------|---|----------------|-----------|--------------------|---------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.         | ANTI-AIRCRAFT     | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                   |                                       |   |                |           |                    | AMMUNITION EXPENDED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                | 19                                    | 20  | 21             | 22        | 23                 | 24                  |
| 324     | 1610              | Arm Recon       | G-415813                 | 1700                                    | 1:10                   | 1000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP             | 6.            | 50 Call-11        |                                       |   |                |           |                    |                     |
| F3      | 1615              | " "             | R-352698                 | 1700                                    | 2:00                   | 5000   | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 20-500 G              | 5.            | Int-11            | 10                                    | 1   | 109            | 1         |                    |                     |
|         | 1100              | Escort          | Bridge M172098           |   | 1:50                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       |                       |               | Int-11            |                                       |   |                |           |                    |                     |
|         | 0815              | Dive Bomb       | R-120690                 | 0850                                    | 1:30                   | 3000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP             |               | Int-11            |                                       |   |                |           |                    |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 19-Rockets            | 6.            | Int-11            |                                       |   |                |           |                    |                     |
|         | 0830              | " "             | R-1369                   | 0900                                    | 1:50                   | 2000   | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 20-500 GP             | 5.5           | Int-11            |                                       |   |                |           |                    |                     |
|         | 1025              | " "             | R-020670                 | 1115                                    | 1:35                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP             |               | Int-11            |                                       |   |                |           |                    |                     |
|         | 1300              | " "             | Bridge R-116678          | 1340                                    | 1:45                   | 1000   | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       | 8-Rockets             | 6.            | Int-11            |                                       |   |                |           |                    |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 20-500 GP             | 7.            | Int-11            |                                       |   |                |           |                    |                     |
|         | 1335              | " "             | R-155671                 | 1410                                    | 1:40                   | 1000   | P-47            | 11                                  | 11                | 10                   |                           |                   |                    | 1     | 20-500 GP             | 5.            | Int-11            |                                       |   |                |           |                    |                     |
|         | 1320              | " "             | G-748721                 | 1415                                    | 1:40                   | 1000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 20-500 GP             | 6.            | Int-11            |                                       |   |                |           |                    |                     |
|         | 1525              | " "             | R-090670                 | 1555                                    | 1:35                   | 1000   | P-47            | 13                                  | 13                | 13                   |                           |                   |                    |       | 20-500 GP             |               | Int-11            |                                       |   |                |           |                    |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 17-Rockets            | 6.5           | Int-11            |                                       |   |                |           |                    |                     |
|         | 358               | 1130            | Escort                   | Bridge-M172098                          | 1225                   | 2:00   |                 | P-47                                | 16                | 16                   | 16                        |                   |                    |       |                       |               |                   | Int-11                                |   |                |           |                    |                     |
| F3      | 0830              | Close Coop      | R-7942                   | 0915                                    | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | 1033/5000-Int-11  |                                       |   |                |           |                    |                     |
|         | 0845              | " "             | Wrecking                 | 0930                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 8.7           | Int-11            |                                       |   |                |           |                    |                     |
|         | 0830              | " "             | Nettlesh                 | 0900                                    | 2:15                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | Int-11            |                                       |   |                |           |                    |                     |
|         | 1110              | Rail Cutting    | Bridge R-179919          | 1200                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | Total 1000-Int-11 |                                       |   |                |           |                    |                     |
|         |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 5300          |                   |                                       |   |                |           |                    |                     |
|         | 1140              | " "             | R-100601                 | 1225                                    | 2:55                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | 50 Call-11        |                                       |   |                |           |                    |                     |

SECRET

THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 100 DATE 2-2-45

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| TACKLING POWER            |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  | REMARKS |         |                   |                  |                   |   |   |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|---|----------------|--------------|--------------------|---------|-------------------|-----------------|------------------|----------------|-----------|--------------|------------------|---------|---------|-------------------|------------------|-------------------|---|---|
| REASONS A/C NOT ATTACKING |                   |                    |       |                       | BOMBS ON TARGET  | AMMO.               |                    |                                      |   |                | ENEMY LOSSES |                    |         |                   | LOSSES BY CAUSE |                  |                |           | CREW MEMBERS |                  |         |         |                   |                  |                   |   |   |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED    | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK            | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN      | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |   |   |
| 2                         | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21  | 22             | 23           | 24                 | 25      | 26                | 27              | 28               | 29             | 30        | 31           | 32               | 33      | 34      | 35                | 36               | 37                | 38  |   |
|                           |                   |                    |       | 24-500 GP             | 6.               | 50 Gall-11          |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Fair              | Railcut-2, Roadblock-1.                             |   |
|                           |                   |                    |       | 20-500 G              | 5.               | Int-Lt #11          |                    | 10                                   | 1   | 109            | 1            |                    |         | 1                 |                 |                  |                | 1         |              |                  |         | 1       |                   |                  | Fair              | RR Cars 10-0-0.                                     |   |
|                           |                   |                    |       | 24-500 G-19-Rockets   | 6.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   | Unsuccessful.                                       |   |
|                           |                   |                    |       | 22-500 GP             | 5.5              | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Railcuts-3, Loco 0-0-1, RR Cars 0-0-1, Bldgs 0-0-3. |   |
|                           |                   |                    |       | 24-500 GP-8-Rockets   | 6.               | #11                 |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Fair              | Railcut-2, Bldgs 4-0-3, MT 0-0-1.                   |   |
|                           |                   |                    |       | 28-500 GP-24-Rockets  | 7.               | #11                 |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   | RR Cars 0-0-5.                                      |   |
|                           |                   |                    |       | 20-500 GP             | 5.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Railcuts-7.   |   |
|                           |                   |                    |       | 24-500 GP             | 6.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Railcuts-3, Bridge 0-0-1.                           |   |
|                           |                   |                    |       | 26-500 GP             | 6.5              | #11                 |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Bridge 0-0-6.                                       |   |
|                           |                   |                    |       | 17-Rockets            | 6.5              | #11                 |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Railcuts-5, Roadblock-1.                            |   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Fair              | Gun Pos 2-0-0.                                      |   |
|                           |                   |                    |       | 36-500 GP             | 8.7              | #11                 |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Railcuts-6, RR Cars 0-0-3.                          |   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | V. Good           | Bridge 16-0-3, Tower 0-0-1.                         |   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  | Good              | Bridge 3-0-2.                                       |   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   |   | Bridge 5-0-0.   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   |   | Bridge 1-0-0, Tunnel 0-0-1, Bldg 1-0-0, MT 2-0-3, MT 1-0-0. |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   |   | RR Cars 0-0-10.   |
|                           |                   |                    |       | 36-500 GP             | 9.               | Int-Lt              |                    |                                      |   |                |              |                    |         |                   |                 |                  |                |           |              |                  |         |         |                   |                  |                   |   | Railcuts-4, Tunnel 0-0-2, Bldgs 1-0-0.                      |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 107 DATE 2-2-50

| MISSION                            |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       | ENEMY LOSSES                              |                |           |                    |
|------------------------------------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|
| GROUP                              | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |
|                                    |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   |                |           |                    |
| 1                                  | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24                 |
| 158                                | 1400              | Rail Cutting    | R-178926                 | 1430                                    | 2:10                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 46-500 GP             | 11.5          | None                |               |                                       |   |                |           |                    |
| 70                                 | 1420              | Dive Bomb       | R-184913                 | 1550                                    | 2:10                   |  | F-47            | 15                                  | 15                | 15                   |                           |                   |                    |       | 43-500 GP             | 10.7          | Total 111           |               |                                       |   |                |           |                    |
|                                    | 1445              | "               | R-215685                 | 1505                                    | 2:05                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 48-500 GP             | 12.           | 10385               | Int-14        |                                       |   |                |           |                    |
|                                    | 1710              | "               | Dump G-722703            | 1745                                    | 1:08                   |  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 33-500 GP             | 8.2           | 5000                | Int-14        |                                       |   |                |           |                    |
|                                    | 1705              | "               | Dump G-495833            | 1735                                    | 1:15                   |  | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 14-500 GP             |               |                     |               |                                       |   |                |           |                    |
|                                    | 1630              | "               | Dubingen                 | 1700                                    | 1:30                   |  | F-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 8-460 LB              | 5.3           | None                |               |                                       |   |                |           |                    |
| 17<br>80<br>320<br>80<br>111<br>TR | 1120              | Precision       | R-178016                 | 1305                                    | 3:10                   | 12000  | F-26            | 24                                  | 24                | 24                   |                           |                   |                    |       | 94-1000 GP            | 47.           | 111                 |               |                                       |   |                |           |                    |
|                                    | 1150              | "               | "                        |   | 3:20                   | 11000  | F-26            | 25                                  | 25                | 25                   |                           |                   |                    |       | 86-1000 GP            | 43.           | 111                 |               |                                       |   |                |           |                    |
|                                    | 1045              | "               | "                        | 1224                                    | 2:55                   | 11600  | F-26            | 27                                  | 27                | 27                   |                           | 1                 | 1                  | 1     | 214-500 GP            | 53.5          | 111                 |               |                                       |   |                |           |                    |
|                                    | 1025              | "               | "                        | 1201                                    | 2:55                   | 10500  | F-26            | 28                                  | 28                | 27                   |                           |                   |                    |       | 216-500 GP            | 54.           | 111                 |               |                                       |   |                |           |                    |
|                                    | 0915              | Tec Recon       | Heidelberg Area          | 0935                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 0915              | "               | Beerbrücken Area         | 0940                                    | 2:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 0915              | "               | Kehl Area                | 0945                                    | 2:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1035              | "               | Karlsruhe Area           | 1108                                    | 2:25                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1045              | "               | Kaiserlautern Area       | 1100                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1050              | "               | Karlsruhe Area           | 1105                                    | 2:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1320              | "               | Kaiserlautern Area       | 1340                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1325              | "               | Heilbronn Area           | 1340                                    | 2:30                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1340              | "               | Heilbronn Area           | 1355                                    | 2:10                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1435              | "               | St. Wendel Area          | 1455                                    | 2:20                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1515              | "               | Frankfurt Area           | 1530                                    | 1:15                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1615              | "               | Witten Area              | 1630                                    | 1:45                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
|                                    | 1600              | "               | Kehl Area                | 1620                                    | 2:00                   |  | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |
| 1610                               | "                 | Frankfurt Area  | 1625                     | 1:40                                    |                        | F-6  | 2               | 2                                   | 2                 |                      |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |                    |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

**SECRET**

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

| 6 POWER            |    |                       |      | ENEMY RESISTANCE    |    | RESULTS OF MISSION |    |  |    |  |    |                    |    |           |    |                    |    |         |    | REMARKS           |    |      |    |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|--------------------|----|-----------------------|------|---------------------|----|--------------------|----|--|----|--|----|--------------------|----|-----------|----|--------------------|----|---------|----|-------------------|----|------|----|------------------|--|----------------|--|-----------|--|---------|--|------------------|--|--------|--|---------|--|-------------------|--|------------------|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
| AS A/C<br>DACKING  |    | BOMBS ON<br>TARGET    |      | AMMO.               |    |                    |    | ENEMY LOSSES                             |    |  |    | LOSSES BY<br>CAUSE |    |           |    | CREW<br>MEMBERS    |    |         |    |                   |    |      |    |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| MECHANICAL FAILURE |    | NUMBER, TYPE & WEIGHT |      | AMMUNITION EXPENDED |    | ANTI-AIRCRAFT      |    | NUMBER OF ENEMY AIRCRAFT<br>ENCOUNTERED. |    | NUMBER OF U.S. AIRCRAFT ACTUALLY<br>ENGAGED. |    | LOSSES BY TYPE     |    | DESTROYED |    | PROBABLY DESTROYED |    | DAMAGED |    | TOTAL U.S. LOSSES |    | FLAK |    | FLAK & ENEMY A/C |  | ENEMY AIRCRAFT |  | ACCIDENTS |  | UNKNOWN |  | AIRCRAFT DAMAGED |  | KILLED |  | MISSING |  | WOUNDED SERIOUSLY |  | WOUNDED SLIGHTLY |  | DEGREE OF SUCCESS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| 4                  | 15 | 16                    | 17   | 19                  | 19 | 20                 | 21 | 22                                       | 23 | 24   | 25 | 26                 | 27 | 28        | 29 | 30                 | 31 | 32      | 33 | 34                | 35 | 36   | 37 | 38               |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|                    |    | 46-500 GP             | 11.5 | None                |    |                    |    |  |    |  |    |                    |    |           |    |                    |    |         |    |                   |    |      |    |                  |  |                |  |           |  |         |  |                  |  |        |  |         |  |                   |  |                  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |

**SECRET**

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 100 DATE 2-2-45

| SECRET   |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|--|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|--------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|--|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 100 DATE 2-2-45 |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
| MISSION  |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |        | ENEMY RESISTANCE |                                      | ENEMY LOS                                |                |           |                    |               |  |
| GROUP  | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO.  | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |  |
|  |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |        |                  |                                      |  |                |           |                    | TOTAL TONNAGE |  |
| 1  | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17     | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |  |
| 162 TH   | 0920             | Tan Recon       | Area "A"                 | 0925                                   | 2:20                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1000             |                 | "D"                      | 1025                                   | 2:20                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 0920             |                 | Route #2                 | 0940                                   | 2:00                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 0935             |                 | Area "C"                 | 0955                                   | 2:30                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1145             |                 | "B"                      | 1215                                   | 2:25                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1200             |                 | "A"                      | 1225                                   | 2:05                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1155             |                 | "D"                      | 1225                                   | 2:10                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1205             |                 | Route #2                 | 1225                                   | 2:05                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1205             |                 | Area "C"                 | 1220                                   | 2:05                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1430             |                 | "A"                      | 1445                                   | 1:30                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1430             |                 | "D"                      | 1450                                   | 2:15                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1430             |                 | Route #2                 | 1455                                   | 2:05                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1600             |                 | Area "A"                 | 1620                                   | 2:00                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1600             |                 | "D"                      | 1625                                   | 2:15                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
| 34 PR  | 1615             |                 | Route #2                 | 1630                                   | 2:00                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1005             | Photo Recon     | Dump A-531427            | 1045                                   | 2:10                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       | 920/50 |                  |                                      |  |                |           |                    |               |  |
|  | 1320             |                 | Block Coverage           | 1400                                   | 2:00                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1345             |                 |                          | 1415                                   | 1:45                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1330             |                 |                          | 1500                                   | 2:30                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1330             |                 |                          | 1415                                   | 2:30                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1330             |                 |                          | 1350                                   | 1:45                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1350             |                 |                          | 1415                                   | 1:30                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1400             |                 |                          | 1445                                   | 2:00                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
|  | 1825             | Intruder        | Freiburg                 | 1445                                   | 2:00                   |   | F-5             | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |
| 40   |                  |                 |                          | 40                                     |                        |   | Boon            | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |        |                  |                                      |  |                |           |                    |               |  |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 110 DATE 2-2-55

| MISSION   |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE    |               |                                       |   |                |           |    |
|-----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|---------------------------------------|---|----------------|-----------|----|
| GROUP     | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | ENEMY LOS      |           |    |
|           |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED |               |                                       |   | LOSSES BY TYPE | DESTROYED |    |
| 1         | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                    | 21  | 22             | 23        | 24 |
| 27<br>FO  | 1630              | Dive Bomb       | Friedburg                | 1745                                    | 2:55                   | 13000  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 32-500 GP             | 8.            |                     | Med-Inf-By    |                                       |   |                |           |    |
|           | 1650              | " "             | HR I-1091                | 1750                                    | 2:00                   |  | P-47            | 15                                  | 15                | 15                   | 14                        |                   | 1                  |       |                       |               |                     | 111           |                                       |   |                |           |    |
|           | 1625              | " "             | Leutechtein              |   | 1:40                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 34-500 GP             | 8.5           | Total               | Inf-Inf-Lt    |                                       |   |                |           |    |
|           | 1525              | " "             | Ungarst                  |   | 2:15                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP             |               |                     |               |                                       |   |                |           |    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 8-460 M               |               |                     |               |                                       |   |                |           |    |
|           | 1615              | " "             | N/Y Homburg              |   | 2:10                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 16-500 GP             | 5.8           | 2420                | 111           |                                       |   |                |           |    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 8-460 M               |               |                     |               |                                       |   |                |           |    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 24-Hook etc           | 5.8           | 50 Cal              | Med-Inf-Lt    |                                       |   |                |           |    |
| 324<br>FO | 1515              | Weather         | Swilbrucken              |   | 1:35                   |  | P-47            | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                     |               |                                       |   |                |           |    |
|           | 1600              | Area Recon      | Homburg                  | 1635                                    | 1:30                   | 2000   | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       | 16-500 GP             | 5.            | Total               | Med-Inf-Lt    |                                       |   |                |           |    |
|           | 1600              | " "             | Q-54-455                 | 1700                                    | 1:45                   |  | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             |               |                     |               |                                       |   |                |           |    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 24-Hook etc           | 4.            | 7200                | Med-Inf-Lt    |                                       |   |                |           |    |
|           | 1615              | " "             | N/Y Q-600000             | 1730                                    | 1:45                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 6.            | 50 Cal              | Inf-Lt        |                                       |   |                |           |    |
| 358<br>FO | 1620              | " "             | Rail Traffic             | 1750                                    | 2:00                   | 1500   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.            |                     | Med-Inf       |                                       |   |                |           |    |
|           | 1400              | Escort          | Rail Traffic             | 1420                                    | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       |               |                     | 111           |                                       |   |                |           |    |
|           | 1700              | Reconing        | Rail Traffic             | 1730                                    | 1:50                   |  | P-47            | 14                                  | 14                | 13                   |                           |                   |                    | 1     | 32-500 GP             | 9.7           | Total               | Med-Lt        |                                       |   |                |           |    |
|           | 1520              | " "             | Q-674797                 | 1555                                    | 1:55                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 47-500 GP             | 11.7          | 17090               | Inf-Lt        |                                       |   |                |           |    |
|           |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       |               | 50 Cal              |               |                                       |   |                |           |    |
|           | 1530              | Dive Bomb       | I-910960                 | 1625                                    | 2:05                   |  | P-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 32-500 GP             | 8.2           | 7715/50             | Med-Lt        |                                       |   |                |           |    |
| 320<br>BO | 1305              | Precision       | N/Y I-312228             | 1521                                    | 3:20                   | 10400  | B-26            | 18                                  | 18                | 18                   |                           |                   |                    |       | 144-500 GP            | 38.           | 400/50              | 111           |                                       |   |                |           |    |
|           | 1250              | " "             | " "                      | 1516                                    | 3:20                   | 11500  | B-26            | 27                                  | 27                | 26                   |                           |                   |                    | 1     | 204-500 GP            | 52.           | 100/50              | 111           |                                       |   |                |           |    |

SECRET



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 110 DATE 10 March 1945

AUTH. Co. 1st TAC AF (P)  
 DATE 10 March 1945  
 INIT. \_\_\_\_\_

REMARKS

| ENGINE POWER       |       |                       | ENEMY RESISTANCE |                     |               | RESULTS OF MISSION                   |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | REMARKS           |  |
|--------------------|-------|-----------------------|------------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|--------------|-------------------|------|------------------|-------------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--|
| A/C TACKLING       |       | BOMBS ON TARGET       | AMMO.            | ENEMY LOSSES        |               |                                      | LOSSES BY CAUSE                          |                |           |                    | CREW MEMBERS |                   |      |                  | DEGREE OF SUCCESS | REMARKS   |         |                  |        |         |                   |                  |                   |  |
| MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT    | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS | REMARKS  |
| 14                 | 15    | 16                    | 17               | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25           | 26                | 27   | 28               | 29                | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38   |
| 1                  |       | 32-500 M11            | 8.               | Mod-12-11           |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Uncb.             | All bombs returned.  |
|                    |       | 34-500 OF             | 8.5              | Total Int-12-11     |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              | all bombs on target.   |
|                    |       | 15-500 OF             |                  |                     |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              | Bridge 9-0-1, RR Cars 5-0-0, M/Y-1.  |
|                    |       | 8-466 M11             | 5.8              | Mod-11              |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  |                   |  |
|                    |       | 16-500 OF             |                  |                     |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  |                   |  |
|                    |       | 8-466 M11             | 5.6              | 50 Cal Mod-12-11    |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  |                   |  |
|                    |       | 24-500 OF             |                  | Total Mod-12-11     |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  | 1      |         |                   |                  | Good              | Bridge 9-0-4, RR Cars 5-0-25, Railouts-8.  |
|                    |       | 26-500 OF             | 5.               |                     |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  | 1      |         |                   |                  | Fair              | Railout-1, Roadblock-1, MT 0-0-6, Loco 1-0-0, RR Cars 0-0-5.   |
|                    |       | 24-500 OF             | 4.               | 720 Mod-12-11       |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  | 1      |         |                   |                  | Fair              | Tanks 0-0-3.   |
|                    |       | 24-500 OF             | 6.               | 50 Cal Int-11       |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              | Railout-1.   |
|                    |       | 16-500 OF             | 4.               | Mod-11              |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              | Railouts-3, Bridge 10-1.   |
| 1                  |       | 30-500 OF             | 9.7              | Total Mod-11        |               |                                      |  |                |           |                    |              | 1                 | 1    |                  |                   |           |         |                  | 1      |         | 1                 |                  | Good              | RR Cars 10-0-10, Railroad-3, Railout-1, RR Cars 12-0-21, Tower 0-0-1, Loco 0-0-1, Gun Feb 0-0-1, Tunnel 0-0-1, Bridge 1-0-2, MT 13-0-41. |
|                    |       | 47-500 OF             | 11.7             | 17090 Int-11        |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  | 2      |         |                   |                  | Good              | Railouts-4, Loco 1-0-0, MT 1-0-0, RR Cars 5-0-0.   |
|                    |       | 32-500 OF             | 8.2              | 775/50 Mod-11       |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              |  |
|                    |       | 144-500 OF            | 38.              | 400/50 M11          |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              |  |
| 1                  |       | 204-500 OF            | 38.              | 100/50 M11          |               |                                      |  |                |           |                    |              |                   |      |                  |                   |           |         |                  |        |         |                   |                  | Good              |  |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 116 DATE 2-3-45

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      | ENEMY LOSSES                            |                |           |                    |    |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | ANMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |   |                |           |                    |    |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                      | 22             | 23        | 24                 | 25 |
| 111     | 1605             | Tac Recon       | Homburg Area             | 1620                                   | 2:00                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
| TR      | 1615             | " "             | Saarbrücken Area         | 1630                                   | 1:50                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
|         | 1615             | " "             | Karlsruhe Area           | 1635                                   | 1:50                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
|         | 1610             | " "             | Offenburg Area           | 1645                                   | 2:00                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
| 162     | 1615             | " "             | Area "A"                 | 1635                                   | 1:35                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
| TR      | 1610             | " "             | " "B"                    | 1635                                   | 2:20                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
|         | 1615             | " "             | Route #2                 | 1630                                   | 1:55                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
| 415     | 1830             | Intruder        | Friedberg                | 3:15                                   |                        |   | Beau            | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
| NY      | 2130             | " "             | Landsau                  | 2:05                                   |                        |   | " "             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
|         | 2305             | " "             | " "                      | 1:35                                   |                        |   | " "             | 1                                   | 1                 | 1                    |                           |                   |                    | 1     |                       |               |                  |               |                                      |   |                |           |                    |    |
|         | 0030             | " "             | Heinstadt                | 1:50                                   |                        |   | " "             | 1                                   | 1                 | 1                    |                           |                   |                    |       |                       |               |                  |               |                                      |   |                |           |                    |    |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  | Total 200-204 |                                      |   |                |           |                    |    |

SECRET

THIS PAGE IS UNCLASSIFIED

**SECRET**

**SECRET**

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

## BACKING POWER

## ENEMY RESISTANCE

## RESULTS OF MISSION

REMARKS

REASONS A/C  
NOT ATTACKING

## BOMBS ON TARGET

**AMMO.**

## ENEMY LOSSES

### LOSSES BY CAUSE

**CREW  
MEMBERS**

PERSONNEL FAILURE  
MECHANICAL FAILURE  
OTHER

NUMBER, TYPE &amp; WEIGHT

TOTAL TONNAGE

AMMUNITION EXPENDED

## ANTI-AIRCRAFT

NUMBER OF ENEMY AIRCRAFT  
ENCOUNTERED.

**NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED.**

### LOSSES BY TYPE

**DESTROYED**

PROBABLY DESTROYED

DAMAGED

## TOTAL U. S. LOSSES

FLAK

**FLAK**

## ENEMY AIRCRAFT

## ACCIDENTS

UNKNOWN

AIRCRAFT

1000

055011

**ONICLIN**

WOUNDED SERIOUSLY  
WOUNDED SLIGHTLY

## DEGREE OF SUCCESS

3

111  
 111  
 111  
 111  
 111-111  
 111-111  
 111  
 111-111

Total 200-20-1

Photos Taken

2004

**SECRET**

THIS PAGE IS UNCLASSIFIED

**SECRET**

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. 333 DATE 25 JUL 65

|          |                   | MISSION         |                          | OBJECTIVE                               | OPER. FACTORS          |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |                  |                                       | ENEMY LOSSES                              |                |           |                    |   |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ENEMY RESISTANCE |                                       |   | ENEMY LOSSES   |           |                    |   |
|          |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |   |
| 27<br>PO | 1320              | Escort          | Dump H-984753            | 1450                                    | 2:35                   |  | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |                    |   |
|          | 1430              | Railcutting     | M-170015                 | 1535                                    | 3:00                   | 4000   | P-47            | 11                                  | 11                | 10                   |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |                    |   |
|          | 0840              | Dive Bomb       | RR Bridge M-1802         | 0935                                    | 2:30                   | 5000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 20-500 GP     | 5.0              | Total 17480      | Mod-In-Lt                             | 1   | 1              |           | 1                  | 1 |
|          | 1215              | "               | "                        |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 20-500 GP     | 6.0              | 50 Cal           | Mod-In-Lt                             | 20  |                |           |                    |   |
|          | 0950              | "               | N/Y M-1038               | 1145                                    | 3:00                   | 5500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 20-500 GP     | 6.0              |                  |                                       |   |                |           |                    |   |
|          | 0850              | "               | E-6445                   | 0940                                    | 3:10                   | 4000   | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       | 21-500 GP     | 5.2              |                  |                                       |   |                |           |                    |   |
|          | 0940              | "               | Zforshelm                | 0950                                    | 1:40                   | 4000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 32-500 GP     | 8.0              |                  |                                       |   |                |           |                    |   |
|          | 1025              | "               | Tanks G-5874             | 1230                                    | 2:45                   | 4500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       |                       | 24-500 GP     | 6.0              |                  |                                       |   |                |           |                    |   |
|          | 1410              | "               | Rail Traffic             | 1530                                    | 2:40                   | 5000   | P-47            | 16                                  | 16                | 14                   |                           |                   |                    |       |                       | 24-500 GP     | 6.0              |                  |                                       |   |                |           |                    |   |
|          | 1240              | Escort          |                          |   | 3:00                   |  | P-47            | 15                                  | 15                | 15                   |                           |                   |                    |       |                       | 19-500 GP     | 4.7              |                  |                                       | 20  | 13             |           |                    |   |
| 50<br>PO | 0750              | Dive Bomb       | RR Bridge-Rastatt        |   | 1:30                   |  | P-47            | 14                                  | 14                | 14                   |                           |                   |                    |       |                       |               |                  |                  |                                       |   |                |           |                    |   |
|          | 1030              | "               | "                        |   | 1:45                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       | 20-500 GP     | 5.7              | Total 28640      | Mod-In-Lt                             |   |                |           |                    |   |
|          | 0800              | "               | N/Y Mannheim             |   | 1:25                   |  | P-47            | 10                                  | 10                | 10                   |                           |                   |                    |       |                       | 40-500 GP     | 11.0             |                  |                                       |   |                |           |                    |   |
|          | 1110              | "               | Rail Traffic             |   | 2:00                   |  | P-47            | 16                                  | 16                | 16                   |                           |                   |                    |       |                       | 35-500 GP     | 8.7              | 50 Cal           | Mod-In-Lt                             |   |                |           |                    |   |
|          | 1430              | "               | "                        |   | 2:05                   |  | P-47            | 16                                  | 16                | 14                   |                           |                   |                    |       |                       | 30-500 GP     | 9.0              |                  |                                       |   |                |           |                    |   |
|          | 0810              | "               | N/Y M-315495             |   | 2:10                   |  | P-47            | 16                                  | 16                | 15                   |                           |                   |                    |       |                       | 14-500 GP     | 8.7              |                  |                                       |   |                |           |                    |   |
|          | 1320              | "               | M-098372                 |   | 1:50                   |  | P-47            | 15                                  | 15                | 14                   |                           |                   |                    |       |                       | 8-460 LB      | 5.3              |                  |                                       |   |                |           |                    |   |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 12-500 GP     | 4.8              |                  |                                       |   |                |           |                    |   |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 8-460 LB      |                  |                  |                                       |   |                |           |                    |   |
|          |                   |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       |                       | 10-500 GP     |                  |                  |                                       |   |                |           |                    |   |

**SECRET**

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 111 DATE 23-2-45

SECRET

SECRET

AUTH. Colonel J. H. (T.)  
 DATE 11 March 1945  
 INIT.

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |               | RESULTS OF MISSION  |               |                                      |  |                |                 |                    |         |                   |      |                  |                |           | REMARKS |                  |        |         |                   |                  |                   |        |  |
|---------------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------------|--------------------|---------|-------------------|------|------------------|----------------|-----------|---------|------------------|--------|---------|-------------------|------------------|-------------------|--------|--|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.         |                     |               | ENEMY LOSSES                         |  |                | LOSSES BY CAUSE |                    |         |                   |      | CREW MEMBERS     |                |           |         |                  |        |         |                   |                  |                   |        |  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED       | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |        |  |
| 13                        | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23              | 24                 | 25      | 26                | 27   | 28               | 29             | 30        | 31      | 32               | 33     | 34      | 35                | 36               | 37                | 38     |  |
| 1                         |                    |       | 20-500 GP             | 5.0           | Total 17400         | Med-12-45     | 1                                    | 1  |                |                 |                    |         | 1                 |      |                  |                |           |         | 1                | 1      |         |                   |                  |                   | Poor   | Unsuccessful   |
|                           |                    |       | 20-500 GP             | 6.0           | 50 Cal              | Med-12-45     | 20                                   |  |                |                 |                    |         | 1                 |      |                  |                |           |         | 1                | 3      |         | 1                 | 1                |                   | Good   | Loco 1-0-0, Railcut-2, Bridge 0-0-1, Railcut-1, Loco 0-0-1, RR Cars 0-0-4. |
|                           |                    |       | 20-500 GP             | 5.2           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Poor   |  |
|                           |                    |       | 20-500 GP             | 8.0           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Unobs. |  |
|                           |                    |       | 20-500 GP             | 6.0           |                     | Int-40-14     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   |                  |                   | Good   | Loco 1-0-1, RR Cars 4-0-15, Railcuts-4.                                    |
|                           |                    |       | 20-500 GP             | 6.0           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 2      |         |                   | 1                |                   | Good   | Loco 0-0-1, RR Cars 6-0-4, Railcuts-3.                                     |
| 1                         | 1                  |       | 19-500 GP             | 4.7           |                     | Int-40-14     | 20                                   | 13                                       |                |                 |                    |         | 1                 |      |                  | 1              |           |         |                  | 2      |         |                   |                  |                   | Unobs. | Railcut-2, Loco 0-0-1, RR Cars 0-0-5.                                      |
|                           |                    |       | 20-500 GP             |               |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | Unsuccessful.  |
|                           |                    |       | 16-400 GP             | 5.7           | Total 20640         | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | Bridge 0-0-1   |
|                           |                    |       | 40-500 GP             | 11.0          | 50 Cal              | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | Bridge 0-0-1   |
|                           |                    |       | 35-500 GP             | 8.7           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | 4/Y-1  |
|                           |                    |       | 30-500 GP             | 9.0           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | V.Good | Railcuts-9, RR Cars 30-0-40, Tanks 3-0-7, MT 25-0-25, Bldg 1-0-0.          |
|                           |                    |       | 30-500 GP             | 8.7           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Good   | Railcuts-3, Bldg 2-0-0.  |
| 1                         |                    |       | 14-500 GP             | 5.3           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  | 1      |         |                   |                  |                   | Good   | 4/Y-1, Loco 0-0-3, RR Cars 0-0-20, Bldg 1-0-0.                             |
|                           |                    |       | 16-400 GP             | 4.8           |                     | Med-12-45     |                                      |  |                |                 |                    |         |                   |      |                  |                |           |         |                  |        |         |                   |                  |                   | Fair   | Bldg 0-0-1, Railcuts-2.  |

SECRET

THIS PAGE IS UNCLASSIFIED



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 111 DATE 8-2-45

| MISSION   |                  |                 | OBJECTIVE       | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                                    |               | ENEMY RESISTANCE |                                      | ENEMY LOSSES                             |                |           |                    |                     |
|-----------|------------------|-----------------|-----------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|------------------------------------|---------------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------------|
| GROUP     | TIME OF TAKE OFF | TYPE OF MISSION |                 | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                                    | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|           |                  |                 |                 |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT              | TOTAL TONNAGE |                  |                                      |  |                |           |                    | AMMUNITION EXPENDED |
| 1         | 2                | 3               | 4               | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                                 | 17            | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24                  |
| 50        | 1635             | Dive Bomb       | R-092368        |   | 1:45                   |  | P-47            | 15                                  | 16                | 16                        |         |                   |                    |                 | 16-500 GP<br>8-460 LB              |               |                  |                                      |  |                |           |                    |                     |
| 70        | 1620             | "               | WY R-413487     |   | 1:25                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 12-rocket<br>16-500 GP<br>8-460 LB | 5.8           |                  | Int-Int                              |  |                |           |                    |                     |
| 324<br>70 | 0715             | "               | Ball Traffic    | 0740                                    | 1:40                   | 2000   | P-47            | 12                                  | 12                | 11                        |         |                   |                    |                 | 32-rocket                          | 3.6           |                  | Int-Int                              |  |                |           |                    |                     |
|           | 0730             | "               | "               | 1010                                    | 2:30                   | 1000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 23-500 GP<br>16-500 GP             | 3.7           | Total            | Int-Int                              |  |                |           |                    |                     |
|           | 1000             | "               | R-132491        | 1030                                    | 1:45                   | 1500   | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 24-500 GP                          | 6.            | 50 Cal           | Int-Int                              |  |                |           |                    |                     |
|           | 1255             | "               | R-282552        | 1330                                    | 1:50                   | 2000   | P-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 14-500 GP                          | 3.5           |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1425             | "               | London          | 1510                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1605             | "               | R-0268          | 1645                                    | 1:20                   | 1000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 0745             | Arm Recen       | Schoonick       | 0820                                    | 1:15                   | 1000   | P-47            | 8                                   | 8                 | 7                         |         |                   |                    | 1               | 14-500 GP                          |               |                  | Int-Int                              |  |                |           |                    |                     |
|           | 0755             | "               | Q-415609        | 0835                                    | 1:15                   | 3000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-rocket                          | 3.5           | Total            | Int-Int                              |  |                |           |                    |                     |
|           | 0810             | "               | Hootenbach      | 0845                                    | 1:20                   | 1500   | P-47            | 6                                   | 6                 | 5                         |         |                   |                    | 1               | 16-500 GP                          | 4.            | 50 Cal           | Int-Int                              |  |                |           |                    |                     |
|           | 1020             | "               | Eckringen       | 1100                                    | 1:40                   | 1500   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 10-500 GP<br>16-500 GP             | 2.5           | 50 Cal           | Int-Int                              |  |                |           |                    |                     |
|           | 1030             | "               | Q-446804        | 1100                                    | 1:30                   | 1000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 13-rocket                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1040             | "               | Bridge Q-347728 | 1115                                    | 1:50                   | 1000   | P-47            | 7                                   | 7                 | 7                         |         |                   |                    |                 | 16-500 GP                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1125             | "               | Q-348724        | 1145                                    | 2:00                   | 1000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 14-500 GP                          | 3.5           |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1310             | "               | Q-477609        | 1350                                    | 1:50                   | 2000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 16-500 GP                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1330             | "               | Vehrdan         | 1355                                    | 1:15                   | 2000   | P-47            | 8                                   | 8                 | 8                         |         |                   |                    |                 | 21-rocket                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
|           | 1550             | "               | Q-398667        | 1630                                    | 1:30                   | 1500   | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 16-500 GP                          | 4.            |                  | Int-Int                              |  |                |           |                    |                     |
| 1310      | Recort           | Dump R-949747   |                 | 2:50                                    |                        |  | P-47            | 11                                  | 11                | 11                        |         |                   |                    |                 | 22-500 GP<br>5-rocket              | 5.5           |                  | Int-Int                              |  |                |           |                    |                     |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. 111 DATE 05-06

**SECRET**

~~SECRET~~

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT

| ATTACKING POWER           |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           | REMARKS |                  |        |         |                   |                  |
|---------------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|---|-----------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|-------------------|----|-----------|---------|------------------|--------|---------|-------------------|------------------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.            | ENEMY LOSSES        |                    |                                      |   | LOSSES BY CAUSE |           |                    |         | CREW MEMBERS      |      |                  |                | DEGREE OF SUCCESS |    |           |         |                  |        |         |                   |                  |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE  | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT |                   |    | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |
| 13                        | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21  | 22              | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30                | 31 | 32        | 33      | 34               | 35     | 36      | 37                | 38               |
|                           |                    |       | 16-500 GP             |                  |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 8-460 LB              |                  |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 12-1000 LB            | 5-8              |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             |                  |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 8-460 LB              |                  |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 32-1000 LB            | 5-0              |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 25-500 GP             | 5-7              |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 24-500 GP             | 6-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 14-500 GP             | 3-3              |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         |                   |                  |
|                           |                    |       | 16-500 GP             | 4-               |                     |                    |                                      |   |                 |           |                    |         |                   |      |                  |                |                   |    |           |         |                  |        |         | </                |                  |

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 111 DATE 5-8-45

| MISSION |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |   |               | ENEMY RESISTANCE |                                       | ENEMY LOSS                                |                |           |                    |                     |
|---------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|---|---------------|------------------|---------------------------------------|---|----------------|-----------|--------------------|---------------------|
| GROUP   | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |   | AMMO.         | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                     |
|         |                   |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT                           | TOTAL TONNAGE |                  |                                       |   |                |           |                    | AMMUNITION EXPENDED |
| 1       | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16  | 17            | 18               | 19                                    | 20  | 21             | 22        | 23                 | 24                  |
| 358 FG  | 1250              | Escort          |                          | 1310                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 |   |               |                  |                                       |   |                |           |                    |                     |
|         | 0720              | Rail Cutting    | Rail Traffic             | 0810                                    | 2:20                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 36-500 GP                                       | 9.            | Total 22760      | Int-Lt                                | 6   |                |           |                    |                     |
|         | 1045              | " "             | RR Bridge R-209009       | 1130                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 35-500 GP                                       | 8.7           | 50000            | Int-Lt                                |   |                |           |                    |                     |
|         | 1345              | " "             | Rail Traffic             | 1420                                    | 2:20                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP                                       | 9.            |                  | Int-Lt                                |   |                |           |                    |                     |
|         | 0730              | Dive Bomb       | " "                      | 0745                                    | 2:08                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 25-500 GP                                       |               |                  |                                       |   |                |           |                    |                     |
|         | 0740              | " "             | " "                      | 0820                                    | 2:25                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 8-460 LB<br>37-500 GP<br>8-460 LB               | 8.8<br>11.    | Total 50000      | Int-Lt                                |   |                |           |                    |                     |
|         | 1425              | " "             | Dump W-929713            |   | 1:20                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 25-500 GP<br>8-460 LB                           |               |                  |                                       |   |                |           |                    |                     |
|         | 1430              | " "             | RR Bridge Route          | 1500                                    | 2:15                   |  | P-47            | 15                                  | 15                | 15                        |         |                   |                    |                 | 45-500 GP                                       | 8.8           | 50 Cal           | Int-Lt                                |   |                |           |                    |                     |
|         | 1620              | " "             | Dump R-327429            | 1645                                    | 1:20                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 25-500 GP<br>16-460 LB<br>27-500 GP<br>6-460 LB | 11.2<br>11.7  |                  | Int-Lt                                |   |                |           |                    |                     |
|         | 1110              | Arm Recon       | Rail Traffic             | 1155                                    | 2:25                   |  | P-47            | 12                                  | 12                | 12                        |         |                   |                    |                 |   | 8.            |                  | Int-Lt                                |   |                |           |                    |                     |
| 86 FG   | 0925              | Fir Deep        | Homburg                  | 1005                                    | 1:45                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |   |               |                  |                                       |   |                |           |                    |                     |
|         | 0740              | " "             | Strasbourg               |   | 1:55                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |   |               |                  |                                       |   |                |           |                    |                     |
|         | 1005              | " "             | Area 23                  | 1100                                    | 1:55                   |  | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 |   |               |                  |                                       |   |                |           |                    |                     |
|         | 1420              | Dive Bomb       | Karlruhe                 | 1520                                    | 2:10                   | 1000   | P-47            | 16                                  | 16                | 16                        |         |                   |                    |                 | 32-500 GP                                       | 8.            | 6700/50          | Int-Lt                                |   |                |           |                    |                     |

SECRET



FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 133 DATE 2-2-46

SECRET

SECRET

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER           |                    |       | ENEMY RESISTANCE      |                     | RESULTS OF MISSION |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        | REMARKS           |    |         |                   |                  |               |
|---------------------------|--------------------|-------|-----------------------|---------------------|--------------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|--------|-------------------|----|---------|-------------------|------------------|---------------|
| REASONS A/C NOT ATTACKING |                    |       | BOMBS ON TARGET       | AMMO.               | ENEMY RESISTANCE   |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |        | DEGREE OF SUCCESS |    |         |                   |                  |               |
| PERSONNEL FAILURE         | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED |                   |    | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |               |
| 13                        | 14                 | 15    | 16                    | 17                  | 18                 | 19                                   | 20                                       | 21             | 22        | 23                 | 24              | 25                | 26   | 27               | 28             | 29           | 30      | 31               | 32     | 33                | 34 | 35      | 36                | 37               | 38            |
|                           |                    |       | 36-500 GP             | 9.                  | Total 22760        | Anti-A                               | 6  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Unsuccessful. |
|                           |                    |       | 35-500 GP             | 8.7                 | 50000              | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 36-500 GP             | 9.                  |                    | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 20-500 GP             |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 20-500 GP             | 8.8                 | Total 50000        | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 37-500 GP             | 11.                 | 50000              | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 20-500 GP             |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 20-500 GP             | 8.0                 | 50                 | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 45-500 GP             | 11.2                |                    | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 33-500 GP             |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 16-460 GP             | 11.7                |                    | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 27-500 GP             |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 6-460 GP              | 8.                  |                    | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 32-500 GP             |                     |                    |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |
|                           |                    |       | 32-500 GP             | 8.                  | 6780/50            | Anti-A                               |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |        |                   |    |         |                   |                  | Good          |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 111 DATE 8-15

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  | ATTACKING POWER        |   |             |                                     |                   |                           |         |                   |                    |       | ENEMY RESISTANCE       |               |                                      | ENEMY LOSS                               |                |           |                    |                       |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-------|------------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   | BOMBS ON TARGET    |       | AMMO.                  | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |                       |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER |                        |               |                                      |  |                |           |                    | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15    | 16                     | 17            | 18                                   | 19                                       | 20             | 21        | 22                 | 23                    | 24            |
| 06      | 1500             | Dive Bomb       | Konstanz                 | 1545                                   | 2:25                   | 3000  | F-47        | 16                                  | 16                | 16                        |         |                   |                    |       | 32-500 GP              | 8.            | 1223/500                             |  |                |           |                    |                       |               |
| FG      | 1410             | "               | Sorne                    | 1450                                   | 2:05                   | 1500  | P-47        | 16                                  | 16                | 16                        |         |                   |                    |       | 32-500 GP              | 8.            | 1223/500                             |  |                |           |                    |                       |               |
| 17      | 1225             | Precision       | Damp R-949747            | 1432                                   | 3:20                   | 13000                                       | B-26        | 50                                  | 50                | 46                        |         | 2                 | 2                  |       | 360-500 GP             | 92.           |                                      |  |                |           |                    |                       |               |
| 320     | 1145             | "               | "                        | 1355                                   | 3:35                   | 11600                                       | B-26        | 46                                  | 46                | 45                        |         |                   | 1                  |       | 32-500 GP<br>24-500 TB | 89.           |                                      |  |                |           |                    |                       |               |
| 111     | 0730             | Tac Recon       | Seckbrucken Area         | 0745                                   | 1:50                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
| TR      | 0730             | "               | Kennheim Area            | 0750                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 0735             | "               | Stuttgart Area           | 0755                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1030             | "               | Leuenkirchen Area        | 1025                                   | 2:20                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1015             | "               | Heidelberg Area          | 1030                                   | 1:50                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1020             | "               | Lehl Area                | 1040                                   | 2:05                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1315             | "               | Litke Area               | 1330                                   | 2:40                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
| 111     | 1310             | "               | Pforzheim Area           | 1330                                   | 2:10                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
| TR      | 1320             | "               | Strasbourg Area          | 1350                                   | 2:40                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1545             | "               | Leisnig Area             | 1600                                   | 1:30                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1615             | "               | St Wendel Area           | 1630                                   | 1:45                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1620             | "               | Offenburg Area           | 1635                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1615             | "               | Karlsruhe Area           | 1640                                   | 2:15                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
| 142     | 0730             | "               | Area "A"                 | 0745                                   | 2:20                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
| TR      | 0730             | "               | "                        | 0750                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 0735             | "               | Route #2                 | 0755                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 0835             | "               | Area "C"                 | 0850                                   | 1:50                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1000             | "               | "                        | 1020                                   | 2:15                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1005             | "               | "                        |  |                        |   |             |                                     |                   |                           |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         | 1015             | "               | Route #2                 | 1025                                   | 2:00                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |
|         |                  |                 |                          | 1035                                   | 2:15                   |   | F-6         | 2                                   | 2                 | 2                         |         |                   |                    |       |                        |               |                                      |  |                |           |                    |                       |               |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV)  
OPERATIONS REPORT FORM  
OPERATION NO. DATE

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  |                        | ATTACKING POWER                             |          |   |    |    |                           |    |    |    |                       | BOMBS ON TARGET |                     |               |                | AMMUNITION EXPENDED |                | ANTI-AIRCRAFT  |  | ENEMY AIRCRAFT |  | ENEMY AIRCRAFT |  |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|----------|---|----|----|---------------------------|----|----|----|-----------------------|-----------------|---------------------|---------------|----------------|---------------------|----------------|----------------|--|----------------|--|----------------|--|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT |   |    |    | REASONS A/C NOT ATTACKING |    |    |    | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE   | AMMUNITION EXPENDED | ANTI-AIRCRAFT | ENEMY AIRCRAFT | ENEMY AIRCRAFT      | ENEMY AIRCRAFT | ENEMY AIRCRAFT |  |                |  |                |  |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8        | 9 | 10 | 11 | 12                        | 13 | 14 | 15 | 16                    | 17              | 18                  | 19            | 20             | 21                  | 22             | 23             |  |                |  |                |  |
| 162     | 1115             | Tac Recon       | Distribution Area        | 1140                                   | 2:00                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1115             | "               | Area "A" & "C"           | 1130                                   | 2:00                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1145             | "               | Area "C"                 | 1215                                   | 2:15                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1255             | "               | "                        | 1310                                   | 1:10                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1315             | "               | "                        | 1335                                   | 2:05                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1315             | "               | "                        | 1340                                   | 2:10                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1315             | "               | Route #2                 | 1330                                   | 2:00                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1630             | "               | Area "A"                 | 1645                                   | 1:35                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1625             | "               | "                        | 1645                                   | 1:35                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1625             | "               | Route #2                 | 1630                                   | 2:10                   |   | F-6      | 2 | 2  | 2  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 415     | 1000             | Photo Recon     | Dump G-701615            | 1045                                   | 2:15                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 0950             | "               | Rich Ings                | 1030                                   | 2:05                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 0945             | "               | Block Coverage           | 1030                                   | 1:35                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 0945             | "               | "                        | 1030                                   | 2:00                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 0945             | "               | "                        | 1015                                   | 1:30                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1005             | "               | "                        | 1030                                   | 2:00                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1010             | "               | "                        | 1045                                   | 2:00                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1020             | "               | "                        | 1100                                   | 2:00                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1010             | "               | "                        | 1045                                   | 2:05                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
|         | 1425             | "               | G-3006                   | 1450                                   | 1:30                   |   | F-5      | 1 | 1  | 1  |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 1445    | "                | N/T Lock        | 1510                     | 1:40                                   |                        | F-5   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 1445    | "                | Hastell Area    | 1515                     | 2:00                                   |                        | F-5   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 1830    | Interdiction     | "               |                          | 1:20                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 1900    | "                | "               |                          | 1:30                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 2030    | "                | Breakdown Area  |                          | 2:00                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 2035    | "                | Breakdown Area  |                          | 1:40                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 2035    | "                | "               |                          | 1:35                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 2035    | "                | "               |                          | 1:20                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |
| 2035    | "                | "               |                          | 1:30                                   |                        |   | 1        | 1 | 1  |    |                           |    |    |    |                       |                 |                     |               |                |                     |                |                |  |                |  |                |  |

SECRET

THIS PAGE IS UNCLASSIFIED

AUTH. \_\_\_\_\_  
DATE \_\_\_\_\_  
INIT. \_\_\_\_\_

THIS PAGE IS UNCLASSIFIED

**SECRET**  
- 5 -



SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 112 DATE 2-2-45

| SECRET  |                  |                 |                          |  |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                      |  |                |           |  |
|---|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|--------------------------------------|--|----------------|-----------|--|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 112 DATE 26-2-45 |                  |                 |                          |  |                        |   |                 |                                     |                   |                      |                           |                   |                    |       |                       |               |                  |               |                                      |  |                |           |  |
| MISSION   |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                      |  |                |           |  |
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED |  |
|   |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                      |  |                |           |  |
| 1   | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                   | 21                                       | 22             | 23        |  |
| 27  | 0835             | Dive Bomb       | B-3074                   | 1000                                   | 2:30                   |   | F-47            | 12                                  | 12                | 11                   |                           |                   |                    |       | 22-500 RB             | 5.5           | Total 111        |               |                                      |  |                |           |  |
| FC  | 0825             | " "             | Mannheim                 | 0935                                   | 2:20                   |   | F-47            | 12                                  | 12                | 4                    |                           |                   |                    |       | 8-500 GP              | 2.            | 50 Cal 111       |               |                                      |  |                |           |  |
| 50  | 0800             | " "             | Rail Traffic             | 2:05                                   |                        |   | F-47            | 15                                  | 15                | 15                   | 5                         |                   |                    | 3     | 24-500 GP             | 6.            | Int-12-14        |               |                                      |  |                |           |  |
| FC  | 0745             | Railcutting     | M/Y 5085                 | 0830                                   | 2:05                   |   | F-47            | 12                                  | 12                | 10                   |                           | 1                 |                    | 1     | 30-500 GP             | 7.5           | 4770/5000-12     |               |                                      |  |                |           |  |
| FC  | 0750             | Arm Recon       | M/Y B-640615             | 0900                                   | 2:40                   |   | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 36-500 GP             | 9.            | Total 111        |               |                                      |  |                |           |  |
|   | 0825             | " "             | M/Y B-7284               | 0855                                   | 2:00                   |   | F-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 33-500 GP             | 7.2           | 9246             |               |                                      |  |                |           |  |
|   | 1150             | Dive Bomb       | Rail Traffic             | 1235                                   | 2:40                   |   | F-47            | 16                                  | 16                | 16                   |                           |                   |                    |       | 26-500 GP             | 6.            | 50 Cal Int-12    |               |                                      |  |                |           |  |
|   | 1150             | " "             | B-735835                 | 1310                                   | 2:45                   |   | F-47            | 11                                  | 11                | 11                   |                           |                   |                    |       | 16-400 IB             | 10.2          | Total 7055       |               |                                      |  |                |           |  |
| 86  | 0810             | Arm Recon       | HR B-2975                | 0920                                   | 2:10                   | 2000  | F-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 25-500 GP             | 8.            | 50 Cal Int-12    |               |                                      |  |                |           |  |
| FC  | 0840             | Dive Bomb       | Area #7                  | 1005                                   | 1:25                   | 3500  | F-47            | 12                                  | 12                | 10                   |                           |                   |                    |       | 8-460 IB              | 6.            | 3980/50 Int-12   |               |                                      |  |                |           |  |
| 111   | 0720             | Tac Recon       | Friedburg Area           | 0805                                   | 1:15                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   | 1                  | 1     | 20-500 GP             | 5.            | 2030/50          |               |                                      |  |                |           |  |
| TR  | 0725             | " "             | Saarbrücken Area         | 0745                                   | 1:10                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
|   | 0725             | " "             | Colmar Area              | 0750                                   | 1:10                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
|   | 1245             | " "             | Stuttgart Area           | 1400                                   | 1:30                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
| 162   | 0800             | " "             | Area "A"                 | 0815                                   | 1:00                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
| TR  | 0800             | " "             | " "D"                    | 0830                                   | 2:10                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
|   | 0800             | " "             | Route #2                 | 0820                                   | 2:00                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |
|   | 0840             | " "             | Area "C"                 | 0905                                   | 1:30                   |   | F-6             | 2                                   | 2                 | 2                    |                           |                   |                    |       |                       |               | N11              |               |                                      |  |                |           |  |

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. \_\_\_\_\_ DATE \_\_\_\_\_

**SECRET**

~~SECRET~~

AUTH. ~~CO. 1st TAC AF (P)~~  
DATE ~~12 APRIL 1965.~~  
INIT. \_\_\_\_\_

| ATTACKING POWER           |                   |                    |       |                       | ENEMY RESISTANCE |                     | RESULTS OF MISSION |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         | REMARKS          |                   |    |        |         |                   |                          |
|---------------------------|-------------------|--------------------|-------|-----------------------|------------------|---------------------|--------------------|--------------------------------------|---|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|-------------------|----|--------|---------|-------------------|--------------------------|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       | AMMO.            |                     |                    | ENEMY LOSSES                         |   |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  | DEGREE OF SUCCESS |    |        |         |                   |                          |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE    | AMMUNITION EXPENDED | ANTI-AIRCRAFT      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED |                   |    | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY         |
| 12                        | 13                | 14                 | 15    | 16                    | 17               | 18                  | 19                 | 20                                   | 21  | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33                | 34 | 35     | 36      | 37                | 38                       |
|                           |                   |                    |       | 22-500 RBX            | 5.5              | Total Nil           |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         | Fair              | Railcuts-2, Roadblock-1. |
| 5                         |                   |                    | 3     | 8-500 GP              | 2.               | 50 Cal Nil          |                    |                                      |   |                |           |                    | 2               |                   |      |                  |                | 2            |         | 1                | 1                 |    | 1      | 1       | Unobs.            |                          |
|                           |                   |                    |       | 24-500 GP             |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 16-400 IB             | 6.               | Int-12-40           |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           | 1                 |                    | 1     | 30-500 GP             | 7.5              | 4770/5000-12        |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 36-500 GP             | 9.               | Total Mean-12       |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 33-500 GP             | 7.2              | 9265                |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 26-500 GP             |                  | 50 Cal Int-12       |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 16-400 IB             | 10.2             | Total 7055          |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  | 1                 |    |        |         |                   |                          |
|                           |                   |                    |       | 25-500 GP             |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 8-460 IB              | 8.               | 50 Cal Int-12       |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       | 24-500 GP             | 6.               | 3980/50 Int-12-40   |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           | 1                 | 1                  |       | 20-500 GP             | 5.               | 2030/50             |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
| 2                         |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |
|                           |                   |                    |       |                       |                  |                     |                    |                                      |   |                |           |                    |                 |                   |      |                  |                |              |         |                  |                   |    |        |         |                   |                          |

**SECRET**

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 112 DATE 26-2-45

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |   | ENEMY LOSSES   |           |                      |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|---|----------------|-----------|----------------------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY - DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |   |                |           |                      | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                      | 21             | 22        | 23                   | 24            |
| 162     | 0800             | Tac Recon       | North #2                 | 0820                                   | 2:00                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
| TR      | 0840             | .               | Area C                   | 0905                                   | 1:30                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
|         | 1400             | .               | "D"                      | 1420                                   | 2:40                   |   | F-6             | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
| 415     | 1835             | Intruder        |                          |  | 1:15                   |   | Bomb            | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
| BF      | 1900             | .               | Freiburg                 |  | 1:45                   |   | .               | N                                   | N                 | N                         |         |                   |                    | 1               |                       |       |                  |                                      |   |                |           |                      |               |
|         | 2105             | .               | Karlsruhe                |  | 2:15                   |   | .               | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
|         | 2250             | .               | Freiburg                 |  | 1:20                   |   | .               | N                                   | N                 | N                         |         |                   |                    |                 |                       |       |                  |                                      |   |                |           |                      |               |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       | Total 111        |                                      |   |                |           |                      |               |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       | 450-3000-12      |                                      |   |                |           |                      |               |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       | 590-2000 111     |                                      |   |                |           |                      |               |
|         |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       | 111              |                                      |   |                |           |                      |               |

SECRET



[illegible]

THIS PAGE IS UNCLASSIFIED

**SECRET**

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 113 DATE 27-2-46

| MISSION |                  | OBJECTIVE       | OPER. FACTORS            |  | ATTACKING POWER        |   |             |                                     |                   |                           |         |                   |                    |                 | ENEMY RESISTANCE      |       | ENEMY LOS      |                                      |  |                |           |                    |               |
|---------|------------------|-----------------|--------------------------|--|------------------------|---|-------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|----------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT    |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT  | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|         |                  |                 |                          |  |                        |   | TYPE, MODEL | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                |                                      |  |                |           |                    | TOTAL TONNAGE |
| 1       | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8           | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18             | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |
| 358     | 1445             | Dive Bomb       | Rail Traffic             | 1510                                   | 2:25                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP             | 9.    | 4750/50 Mod-L8 |                                      |  |                |           |                    |               |
| PO      | 1430             | Close Coop      | A/Y Gandelshelm          | 1510                                   | 2:40                   |   | P-47        | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP             | 9.    | 4200/30 Mod-L8 |                                      |  |                |           |                    |               |
|         | 1430             | Weather         | Beverly-London Area      |  | 2:40                   |   | P-47        | 1                                   | 1                 | 1                         |         |                   |                    |                 |                       |       |                |                                      |  |                |           |                    |               |

SECRET

SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 113 DATE 12 March 1950

AUTH Col. J. T. C. (1)  
 DATE 12 March 1950  
 INIT

| ATTACKING POWER           |                   |                    |       |                       |               |                     |               |                                      |  | RESULTS OF MISSION |           |                    |         |                   |      |                  |                |              |         | REMARKS |                  |        |         |                   |                  |  |
|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|--------------------|-----------|--------------------|---------|-------------------|------|------------------|----------------|--------------|---------|---------|------------------|--------|---------|-------------------|------------------|--|
| REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.               |               | ENEMY RESISTANCE                     |  | ENEMY LOSSES       |           |                    |         | LOSSES BY CAUSE   |      |                  |                | CREW MEMBERS |         |         |                  |        |         |                   |                  |  |
| WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE     | DESTROYED | PROBABLY DESTROYED | DAMAGED | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN |         | AIRCRAFT DAMAGED | KILLED | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS  |
| 12                        | 13                | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22                 | 23        | 24                 | 25      | 26                | 27   | 28               | 29             | 30           | 31      | 32      | 33               | 34     | 35      | 36                | 37               | 38   |
|                           |                   |                    |       | 36-500 CB             | 9.            | 6750/50             |               |                                      |  |                    |           |                    |         |                   |      |                  |                |              |         |         |                  |        |         |                   | Good             | M/Y-4, R3 Cars 8-0-4, Loss 0-0-3, Mailout-1, Rldg 3-0-0, HDV 4-0-0.          |
|                           |                   |                    |       | 36-500 CB             | 9.            | 8200/50             |               |                                      |  |                    |           |                    |         |                   |      |                  |                |              |         | 2       |                  |        |         |                   | Good             | Mailout-3, R3 Cars 11-0-6, XT 0-0-1, Rldg 0-0-1, Rldg 3-0-3, Gun Pos 1-0-10. |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 111 DATE 2-2-50

| MISSION  |                   |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |    |    |                           |    |    |    |                 | ENEMY RESISTANCE |       |               | ENEMY LOSSES                          |   |                |           |                    |    |
|----------|-------------------|-----------------|--------------------------|---|------------------------|--|-----------------|----|----|---------------------------|----|----|----|-----------------|------------------|-------|---------------|---------------------------------------|---|----------------|-----------|--------------------|----|
| GROUP    | TIME OF TAKE OFF. | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |    |    | REASONS A/C NOT ATTACKING |    |    |    | BOMBS ON TARGET |                  | AMMO. | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
| 1        | 2                 | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9  | 10 | 11                        | 12 | 13 | 14 | 15              | 16               | 17    | 18            | 19                                    | 20  | 21             | 22        | 23                 | 24 |
| 27<br>FG | 1310              | Dive Bomb       | Rail Traffic             | 1545                                    | 2:10                   | 4500   | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 RD2       | 6.    | Total         | All                                   |   |                |           |                    |    |
|          | 1250              | "               | Airbases                 | 1415                                    | 3:25                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        | 6.    | 17210         | Heavy                                 |   |                |           |                    |    |
|          | 1315              | "               | Rail Traffic             | 1425                                    | 2:30                   | 4000   | F-47            | 16 | 16 | 16                        |    |    |    |                 | 21-500 GP        | 6.    | 50 Cal        | Med-L                                 |   |                |           |                    |    |
|          | 1450              | "               | Artillery                | 1550                                    | 3:05                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 |                  |       |               | All                                   | 12  |                | FG 190    | 1                  |    |
|          | 1430              | "               | "                        | 1600                                    | 3:00                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 |                  |       |               | All                                   | 12  |                | FG 109    | 1                  |    |
| 50<br>FO | 1700              | "               | Rail Traffic             |   | 2:30                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        | 4.7   |               | Med-L                                 |   |                |           |                    |    |
|          | 1330              | "               | A-1/B607                 |   | 2:05                   |  | F-47            | 16 | 16 | 16                        |    |    |    |                 | 21-500 GP        |       |               |                                       |   |                |           |                    |    |
|          | 1630              | "               | B-039676                 |   | 2:15                   |  | F-47            | 16 | 16 | 16                        |    |    |    |                 | 21-500 GP        | 5.7   | Total         | Heavy                                 |   |                |           |                    |    |
|          | 1340              | "               | Dump G-740733            |   | 2:05                   |  | F-47            | 16 | 16 | 16                        |    |    |    |                 | 21-500 GP        | 6.    | 18143         | All                                   |   |                |           |                    |    |
|          |                   | "               | "                        |   |                        |  |                 |    |    |                           |    |    |    |                 | 21-500 GP        |       |               |                                       |   |                |           |                    |    |
| 86<br>FO | 1700              | "               | Dudweiler                |   | 2:00                   |  | F-47            | 16 | 16 | 16                        |    |    |    |                 | 21-500 GP        |       |               |                                       |   |                |           |                    |    |
|          |                   | "               | "                        |   |                        |  |                 |    |    |                           |    |    |    |                 | 7-260 Frags      | 6.9   |               | Heavy                                 |   |                |           |                    |    |
|          | 1610              | "               | G-628860                 |   | 2:00                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        |       |               |                                       |   |                |           |                    |    |
|          |                   | "               | "                        |   |                        |  |                 |    |    |                           |    |    |    |                 | 21-500 GP        |       |               |                                       |   |                |           |                    |    |
|          | 1725              | Low Alt         | Druckstein               |   | 1:00                   |  | F-47            | 4  | 4  | 4                         |    |    |    |                 | 21-500 GP        | 5.6   |               | All                                   |   |                |           |                    |    |
| 86<br>FO | 1630              | Dive Bomb       | Edenkirchen              | 1725                                    | 1:25                   |  | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        | 6.    | 2890/50       | Med-L                                 |   |                |           |                    |    |
|          | 1510              | "               | G-689822                 | 1600                                    | 2:20                   | 2900   | F-47            | 13 | 13 | 12                        |    |    |    | 1               | 21-500 GP        | 6.    | 1835/50       | Med-L                                 |   |                |           |                    |    |
|          | 1445              | "               | F-2855                   | 1550                                    | 2:05                   | 1300   | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        | 6.    | 3400/50       | Med-L                                 |   |                |           |                    |    |
|          |                   | "               | "                        |   |                        |  |                 |    |    |                           |    |    |    |                 |                  |       |               |                                       |   |                |           |                    |    |
|          | 1515              | "               | B-2168                   | 1610                                    | 1:45                   | 3500   | F-47            | 12 | 12 | 10                        |    |    |    | 2               | 20-500 GP        | 5.    | 300/50        | Med-L                                 |   |                |           |                    |    |
|          | 1300              | "               | G-8794                   | 1400                                    | 2:00                   | 1500   | F-47            | 12 | 12 | 12                        |    |    |    |                 | 21-500 GP        | 6.    | 5400/50       | Med-L                                 |   |                |           |                    |    |

SECRET



SECRET

FIRST TACTICAL AIR FORCE (PROV.)

OPERATIONS REPORT FORM 34

OPERATION NO. 11 DATE 2-25

| MISSION |                  |                 | OBJECTIVE                | OPER. FACTORS                           |                        |  | ATTACKING POWER |                                     |                   |                      |                           |                   |                    |       |                       |               | ENEMY RESISTANCE |               |                                       | ENEMY LOSSES                              |                |           |                    |         |
|---------|------------------|-----------------|--------------------------|---|------------------------|--|-----------------|-------------------------------------|-------------------|----------------------|---------------------------|-------------------|--------------------|-------|-----------------------|---------------|------------------|---------------|---------------------------------------|---|----------------|-----------|--------------------|---------|
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS. | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT        |                                     |                   |                      | REASONS A/C NOT ATTACKING |                   |                    |       | BOMBS ON TARGET       |               | AMMO.            | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED. | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED |
|         |                  |                 |                          |   |                        |  | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING | WEATHER                   | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE |                  |               |                                       |   |                |           |                    |         |
| 1       | 2                | 3               | 4                        | 5                                       | 6                      | 7  | 8               | 9                                   | 10                | 11                   | 12                        | 13                | 14                 | 15    | 16                    | 17            | 18               | 19            | 20                                    | 21  | 22             | 23        | 24                 | 25      |
| 06      | 1405             | Dive Bomb       | Seestraschen             | 1440                                    | 1:45                   | 3500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 6.            | 2540/50          | Int-act       |                                       |   |                |           |                    |         |
| FC      | 1350             | "               | "                        | 1430                                    | 1:50                   | 1500   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 6.            | 4730/50          | Int-act       |                                       |   |                |           |                    |         |
|         | 1240             | "               | "                        | 1310                                    | 2:10                   | 2000   | P-47            | 7                                   | 7                 | 7                    |                           |                   |                    |       | 16-500 GP             |               |                  |               |                                       |   |                |           |                    |         |
| FC      | 1240             | "               | "                        | 1330                                    | 2:15                   | 2000   | P-47            | 9                                   | 9                 | 9                    |                           |                   |                    |       | 5-100 HP              | 7.2           | Total            | All           |                                       |   |                |           |                    |         |
|         | 1320             | "               | "                        | 1400                                    | 2:10                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.5           | 17300            | Int-act       |                                       |   |                |           |                    |         |
|         | 1330             | "               | "                        | 1400                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 6-100 HP              | 4.3           | 50 Cal           | Int-act       |                                       |   |                |           |                    |         |
|         | 1340             | "               | "                        | 1535                                    | 1:50                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 4.2           |                  | Int-act       |                                       |   |                |           |                    |         |
|         | 1540             | "               | "                        | 1620                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 7-100 HP              | 4.3           |                  | All           |                                       |   |                |           |                    |         |
|         | 1555             | "               | "                        | 1620                                    | 2:00                   | 2000   | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 24-500 GP             | 4.1           |                  | All           |                                       |   |                |           |                    |         |
|         | 1610             | "               | "                        | 1700                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 16-500 GP             | 6.            |                  | Int-act       |                                       |   |                |           |                    |         |
|         | 1620             | "               | "                        | 1700                                    | 1:50                   | 1000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 2-100 HP              | 4.1           |                  | Int-act       |                                       |   |                |           |                    |         |
|         | 1250             | Arm Recon       | P-176450                 | 1410                                    | 2:00                   | 2000   | P-47            | 8                                   | 8                 | 8                    |                           |                   |                    |       | 12-nockets            | 4.3           |                  | All           |                                       |   |                |           |                    |         |
|         |                  |                 |                          |   |                        |  |                 |                                     |                   |                      |                           |                   |                    |       | 16-500 GP             | 4.2           | 1600/50          | All           |                                       |   |                |           |                    |         |
| 258     | 1350             | "               | "                        | 1415                                    | 2:10                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 15-nockets            | 8.7           | Total            | All           |                                       |   |                |           |                    |         |
| FC      | 1630             | "               | "                        | 1710                                    | 2:05                   |  | P-47            | 12                                  | 12                | 12                   |                           |                   |                    |       | 12-500 GP             | 6.1           | 5000             | Int-act       |                                       |   |                |           |                    |         |

SECRET



THIS PAGE IS UNCLASSIFIED

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 115 DATE 2-2-50

SECRET

SECRET

AUTH. \_\_\_\_\_

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

| ENGINE POWER          |           |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              | REMARKS |                   |                  |                                     |    |
|-----------------------|-----------|-----------------------|---------------|---------------------|---------------|--------------------------------------|---|----------------|---|--------------------|--------------|-------------------|------|------------------|-----------------|-----------|---------|------------------|--------------|---------|-------------------|------------------|-------------------------------------|----|
| ENGINES A/C ATTACKING |           | BOMBS ON TARGET       |               | AMMO.               | ANTI-AIRCRAFT |                                      | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED      |                | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. |                    | ENEMY LOSSES |                   |      |                  | LOSSES BY CAUSE |           |         |                  | CREW MEMBERS |         |                   |                  | DEGREE OF SUCCESS                   |    |
| MECHANICAL FAILURE    | OTHER     | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED                                 | PROBABLY DESTROYED | DAMAGED      | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT  | ACCIDENTS | UNKNOWN | AIRCRAFT DAMAGED | KILLED       | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY |                                     |    |
| 14                    | 15        | 16                    | 17            | 18                  | 19            | 20                                   | 21  | 22             | 23  | 24                 | 25           | 26                | 27   | 28               | 29              | 30        | 31      | 32               | 33           | 34      | 35                | 36               | 37                                  | 38 |
|                       | 20-500 GP | 6                     | 2500/50       | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         | 1                |              |         |                   | Fair             | Railcuts-2, Roadblock-1, RDV 2-0-0. |    |
|                       | 20-500 GP | 6                     | 4750/50       | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         | 1                |              |         |                   | Good             | Int Cars 20-0-20.                   |    |
|                       | 10-500 GP |                       |               |                     |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Bldgs 5-0-4.                        |    |
|                       | 5-100 SF  | 7.2                   | Total         | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Unk.             | MT 0-0-2.                           |    |
|                       | 10-500 GP | 4.5                   | 1750          | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Tanks 3-0-0, MT 0-0-2.              |    |
|                       | 10-500 GP | 4.3                   | 50 Cal        | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             |                                     |    |
|                       | 10-500 GP |                       |               |                     |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             |                                     |    |
|                       | 10-500 GP | 4.2                   |               | Int-1               |               |                                      |   |                |   |                    |              | 1                 | 1    |                  |                 |           |         | 1                |              |         |                   | Unk.             |                                     |    |
|                       | 10-500 GP | 4.3                   |               | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Bldgs 5-0-0.                        |    |
|                       | 10-500 GP |                       |               |                     |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             |                                     |    |
|                       | 20-500 GP | 4.1                   |               | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Bldgs 1-0-1.                        |    |
|                       | 20-500 GP | 6                     |               | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Good             | Bldgs 10-0-3, Roadblock-1.          |    |
|                       | 10-500 GP |                       |               |                     |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             |                                     |    |
|                       | 20-500 GP | 4.1                   |               | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         | 2                |              |         |                   | Fair             | Dump 0-0-1, Bldgs 2-0-0.            |    |
|                       | 10-500 GP | 4.3                   |               | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Railcut-1, Bldg 1-0-1, Dump 0-0-1.  |    |
|                       | 10-500 GP | 4.2                   | 1600/50       | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Good             | " -3, Int Cars 0-0-20.              |    |
|                       | 10-500 GP |                       |               |                     |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Bldgs 3-0-4.                        |    |
|                       | 10-500 GP | 2.7                   | Total         | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Good             | Bridge 1-0-0, Railcut-2, MT 4-      |    |
|                       | 10-500 GP |                       | 1150          | All                 |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Good             | 0-2, Tunnel 0-0-3, Bldg 1-0-0.      |    |
|                       | 10-500 GP | 6.1                   | 5000          | Int-1               |               |                                      |   |                |   |                    |              |                   |      |                  |                 |           |         |                  |              |         |                   | Fair             | Railcuts-2, MT 1-0-0.               |    |

SECRET

THIS PAGE IS UNCLASSIFIED

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 11 DATE 28-8-45

| SECRET  |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|---|------------------|-----------------|--------------------------|--|------------------------|---|-----------------|-------------------------------------|-------------------|---------------------------|---------|-------------------|--------------------|-----------------|-----------------------|-------|------------------|--------------------------------------|--|----------------|-----------|--------------------|---------------|
| FIRST TACTICAL AIR FORCE (PROV.)<br>OPERATIONS REPORT FORM 34<br>OPERATION NO. 11 DATE 2-2-45 |                  |                 |                          |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| MISSION   |                  |                 | OBJECTIVE                | OPER. FACTORS                          |                        |   | ATTACKING POWER |                                     |                   |                           |         |                   |                    |                 |                       |       | ENEMY RESISTANCE |                                      |  | ENEMY LOSS     |           |                    |               |
| GROUP   | TIME OF TAKE OFF | TYPE OF MISSION | DESCRIPTION OF OBJECTIVE | TIME OF ATTACK, SIGHTING OR RENDEZVOUS | AVERAGE TIME OF FLIGHT | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS | AIRCRAFT        |                                     |                   | REASONS A/C NOT ATTACKING |         |                   |                    | BOMBS ON TARGET |                       | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |               |
|   |                  |                 |                          |  |                        |   | TYPE, MODEL     | NUMBER AIRBORNE AT START OF MISSION | NUMBER OF SORTIES | NO. OF A/C ATTACKING      | WEATHER | PERSONNEL FAILURE | MECHANICAL FAILURE | OTHER           | NUMBER, TYPE & WEIGHT |       |                  |                                      |  |                |           |                    | TOTAL TONNAGE |
| 1   | 2                | 3               | 4                        | 5                                      | 6                      | 7   | 8               | 9                                   | 10                | 11                        | 12      | 13                | 14                 | 15              | 16                    | 17    | 18               | 19                                   | 20                                       | 21             | 22        | 23                 | 24            |
| 358   | 1325             | Close Bomb      | 44758610                 | 1400                                   | 2:00                   |   | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| 78  | 1355             | •               | St Armand                | 1742                                   | 1:35                   |   | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP             | 9.    | Total            |                                      |  |                |           |                    |               |
|   | 1715             | Give Bomb       | Dump Q-929713            | 1742                                   | 2:00                   |   | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 36-500 GP             | 9.    | 20640 Mol-14     |                                      |  |                |           |                    |               |
|   |                  |                 |                          |  |                        |   | F-47            | 12                                  | 12                | 12                        |         |                   |                    |                 | 16-500 GP             |       | 50 Calib-14      |                                      |  |                |           |                    |               |
|   | 1645             | •               | Gen Fox R-15203718       |  |                        |   |                 |                                     |                   |                           |         |                   |                    |                 | 8-460 LB              |       |                  |                                      |  |                |           |                    |               |
| 111   | 1345             | Photo Recon     | Hamburg Area             | 1720                                   | 2:15                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       | Total            |                                      |  |                |           |                    |               |
| TR  | 1340             | •               | Magnum Area              | 1400                                   | 3:05                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       | 8390 Mol-14      |                                      |  |                |           |                    |               |
|   | 1345             | •               | Mannheim Area            | 1405                                   | 2:15                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       | 50 Calib-14      |                                      |  |                |           |                    |               |
|   | 1440             | •               | Pilsen Area              | 1410                                   | 2:08                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1430             | •               | R-115384                 | 1500                                   | 1:45                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1615             | •               | Karlruhe Area            | 1445                                   | 2:30                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1620             | •               | Essen Area               | 1630                                   | 2:08                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1620             | •               | Stettin Area             | 1630                                   | 2:08                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1410             | •               | Area "A"                 | 1640                                   | 2:15                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1410             | •               | Area "D"                 | 1435                                   | 2:20                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1400             | •               | Area "C"                 | 1425                                   | 2:20                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1405             | •               | Area "B"                 | 1415                                   | 2:05                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1520             | •               | Area "A & C"             | 1425                                   | 1:30                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1615             | •               | Area "D"                 | 1535                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1610             | •               | Area "A"                 | 1635                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1605             | •               | Area "B"                 | 1635                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| 34  | 1445             | Photo Recon     | Block Coverage           | 1625                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
| TR  | 1455             | •               | •                        | 1505                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1500             | •               | •                        | 1515                                   | 2:05                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1505             | •               | N/T Labach               | 1530                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   | 1500             | •               | Dump 2-1575              | 1545                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |
|   |                  | •               | N/T Hart                 | 1545                                   | 2:00                   |   | F-47            | 15                                  | 15                | 15                        |         |                   |                    |                 |                       |       |                  |                                      |  |                |           |                    |               |

SECRET



SECRET

SECRET

FIRST TACTICAL AIR FORCE (PROV.)  
 OPERATIONS REPORT FORM 34  
 OPERATION NO. 11 DATE 2-2-45

AUTH. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 INIT. \_\_\_\_\_

| ATTACKING POWER       |                    |       |                       |               | ENEMY RESISTANCE    |               | RESULTS OF MISSION                   |  |                |           |                    |                 |                   |      |                  |                |              |         |                  | REMARKS |         |                   |                  |                   |    |
|-----------------------|--------------------|-------|-----------------------|---------------|---------------------|---------------|--------------------------------------|--|----------------|-----------|--------------------|-----------------|-------------------|------|------------------|----------------|--------------|---------|------------------|---------|---------|-------------------|------------------|-------------------|----|
| REASONS A/C ATTACKING |                    |       | BOMBS ON TARGET       |               | AMMO.               |               |                                      | ENEMY LOSSES                             |                |           |                    | LOSSES BY CAUSE |                   |      |                  |                | CREW MEMBERS |         |                  |         |         |                   |                  |                   |    |
| PERSONNEL FAILURE     | MECHANICAL FAILURE | OTHER | NUMBER, TYPE & WEIGHT | TOTAL TONNAGE | AMMUNITION EXPENDED | ANTI-AIRCRAFT | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED | DAMAGED         | TOTAL U.S. LOSSES | FLAK | FLAK & ENEMY A/C | ENEMY AIRCRAFT | ACCIDENTS    | UNKNOWN | AIRCRAFT DAMAGED | KILLED  | MISSING | WOUNDED SERIOUSLY | WOUNDED SLIGHTLY | DEGREE OF SUCCESS |    |
| 13                    | 14                 | 15    | 16                    | 17            | 18                  | 19            | 20                                   | 21                                       | 22             | 23        | 24                 | 25              | 26                | 27   | 28               | 29             | 30           | 31      | 32               | 33      | 34      | 35                | 36               | 37                | 38 |
|                       |                    |       | 36-500 GP             | 9.            | Total               |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       | 36-500 GP             | 9.            | 20640 Mod-1A        |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       | 16-500 GP             |               | 50 Cal Mod-1A       |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       | 8-460 IB              | 5.8           | Total               |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       | 30-500 GP             | 7.5           | 8390 Mod-1A         |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 50 Cal Int-1A       |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 111                 |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               | 100-10-1A           |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |
|                       |                    |       |                       |               |                     |               |                                      |  |                |           |                    |                 |                   |      |                  |                |              |         |                  |         |         |                   |                  |                   |    |

THIS PAGE IS UNCLASSIFIED

FIRST TACTICAL AIR FORCE (PROV.)  
OPERATIONS REPORT FORM 34  
OPERATION NO. 111 DATE 10-1-55

| MISSION   |  |   | OBJECTIVE  | OPER. FACTORS                                       |  |  | ATTACKING POWER                                   |                                      |                                      |                                      |    |    |    |                 |    |       | ENEMY RESISTANCE |  |   | ENEMY LOS      |           |                    |    |
|-----------|--|---|--|---|--|--|---|--------------------------------------|--------------------------------------|--------------------------------------|----|----|----|-----------------|----|-------|------------------|--|---|----------------|-----------|--------------------|----|
| GROUP     | TIME OF TAKE OFF.  | TYPE OF MISSION                                     | DESCRIPTION OF OBJECTIVE   | TIME OF ATTACK, SIGHTING OR RENDEZVOUS.             | AVERAGE TIME OF FLIGHT                                       | ALTITUDE OF RELEASE, SIGHTING OR RENDEZVOUS. | AIRCRAFT  |                                      |                                      | REASONS A/C NOT ATTACKING            |    |    |    | BOMBS ON TARGET |    | AMMO. | ANTI-AIRCRAFT    | NUMBER OF ENEMY AIRCRAFT ENCOUNTERED.        | NUMBER OF U.S. AIRCRAFT ACTUALLY ENGAGED. | LOSSES BY TYPE | DESTROYED | PROBABLY DESTROYED |    |
| 1         | 2  | 3   | 4  | 5   | 6  | 7  | 8   | 9                                    | 10                                   | 11                                   | 12 | 13 | 14 | 15              | 16 | 17    | 18               | 19   | 20  | 21             | 22        | 23                 | 24 |
| 34<br>4M  | 1445<br>1500<br>1455<br>1450<br>1515<br>1940<br>2325<br>0045 | Photo Recon<br>.<br>.<br>.<br>.<br>.<br>.<br>.<br>. | N/T Alzey<br>Block Coverage<br>.<br>.<br>Damp R-327429<br>Freiburg<br>Kaiserlautern<br>.<br>Colmar | 1515<br>1530<br>1540<br>1525<br>1600<br>.<br>.<br>. | 1:35<br>1:30<br>2:00<br>2:00<br>2:00<br>1:20<br>1:45<br>3:20 |  | F-5<br>F-5<br>F-5<br>F-5<br>F-5<br>B-29<br>.<br>. | 1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | 1<br>1<br>1<br>1<br>1<br>2<br>1<br>1 | 1<br>1<br>1<br>1<br>1<br>2<br>1<br>1 |    |    |    |                 |    |       |                  |  |   |                |           |                    |    |
| 415<br>RF |  | Interuder<br>.<br>.                                 |  |   |  |  |   |                                      |                                      |                                      |    |    |    |                 |    |       |                  | 411<br>411<br>411<br>411<br>411<br>Mod-In-By |   |                |           |                    |    |

THIS PAGE IS UNCLASSIFIED

**SECRET**

**SECRET**

AUTH. 3

DATE \_\_\_\_\_

INIT. \_\_\_\_\_

[illegible]

THIS PAGE IS UNCLASSIFIED



THIS PAGE IS UNCLASSIFIED

**T  
H  
I  
S  
  
P**

THIS PAGE IS UNCLASSIFIED

Some unreadable pages - Poet original

[illegible]